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THE SPHERE, JULY 27, 1946
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXVI No. 2427 WITH WHICH IS INCORPORATED THE GRAPHIC JULY 27 1946

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Minding their P's and Q's

IN the colourful days of early commercial expansion the forerunner of the modern "change" was the coffee shop (from which sprang Lloyds) and the bars dispensing punch. In the latter it became the custom to chalk up each merchant's score for final settlement. "P" stood for a pint and "Q" for a quart. Hence it behoved the wily merchant not only to watch his bargaining but to keep an eye on the tavern keeper to see that he was not charged too much — to mind his P's and Q's.

Schweppes★ *Table Waters*

famous since 1790

★ Temporarily giving place to the standard wartime product — but Schweppes will return

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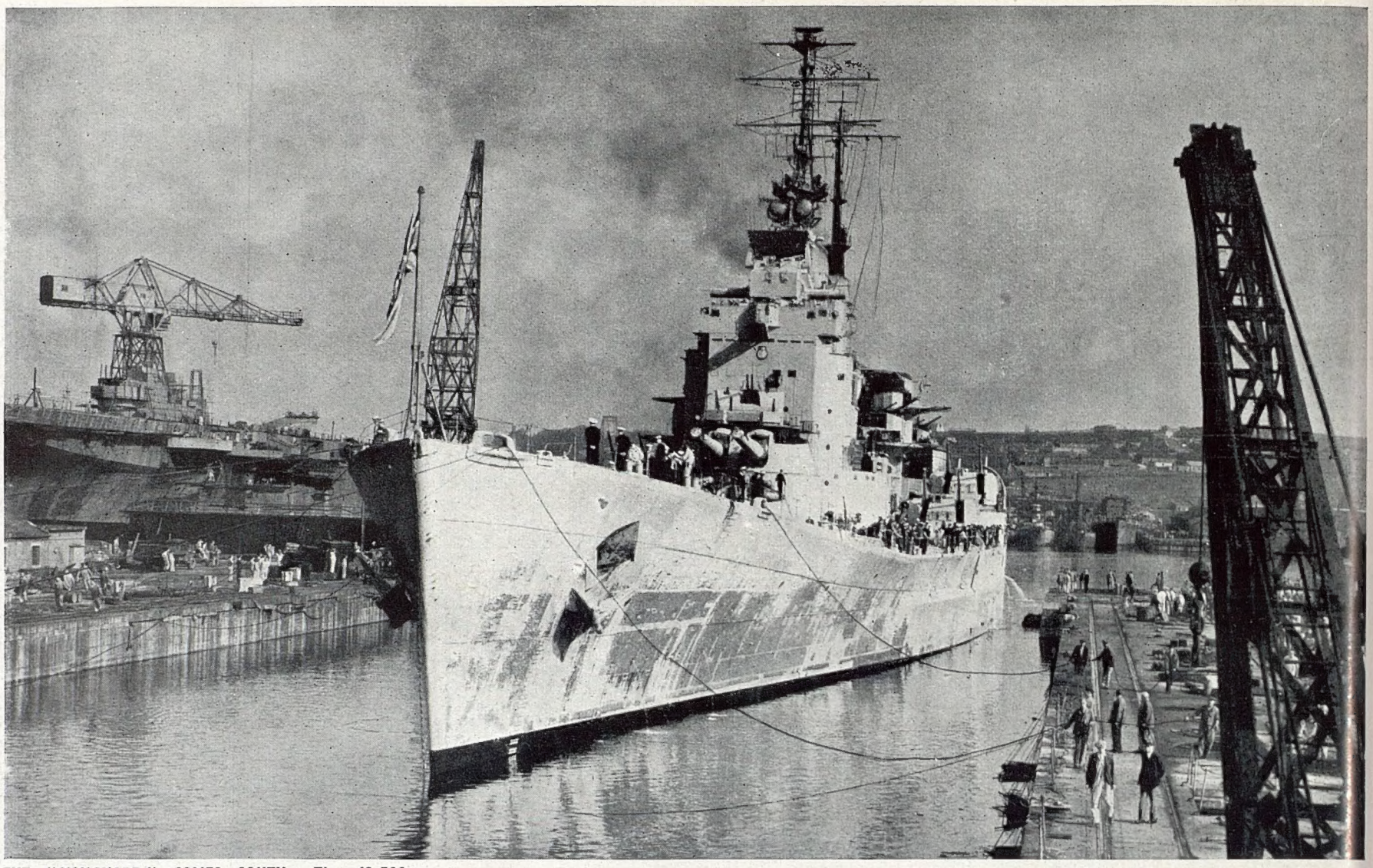
AN AERIAL MISSION OF GOODWILL—LANCASTERS OF BRITAIN'S CELEBRATED No. 35 SQUADRON FLYING ABOVE NEW YORK ON THE DAY AFTER THEIR ARRIVAL IN THE UNITED STATES: Twelve of the sixteen machines in formation over the harbour area, a sight seen by hundreds of thousands of New Yorkers who crowded into windows, balconies and streets to watch the squadron which played such a vital part in the destruction of German industry. While in the United States the Lancasters will represent the R.A.F. in the Air Forces Day celebrations at Los Angeles on August 1, and they will also make a lengthy tour of the Union. When the squadron arrived at Mitchell Field, New York State, it was welcomed by General Stratemeyer, who, speaking on behalf of General Carl Spaatz, Chief of the United States Army Air Forces, declared: "We hope to be able to repay some of the hospitality we received from the Royal Air Force in England. Our people in America are proud of the R.A.F. for the part it played in the struggle against the common enemy, and we welcome you wholeheartedly"

DR. CHAIM WEIZMANN'S VISIT TO LONDON—HERE TO INTERCEDE ON BEHALF OF THE JEWISH LEADERS: The President of the Jewish Agency seen after leaving his plane at the London Airport, Heathrow. Dr. Weizmann immediately began negotiations with the British Cabinet, and in a public statement declared: "The situation in Palestine can be normalised only by the immediate release of the Zionist leaders and other detainees, and by opening the doors of Palestine to the 100,000 refugees from Europe, and hastening a positive solution. As one who has always believed in co-operation with Great Britain, I say that this is necessary in the interests of both parties." Meanwhile, in Palestine the Jewish Agency Executive fixed Thursday, July 25, as the final date for the beginning of the new policy of non-co-operation

DUMFRIES HONOURS THE MEMORY OF BURNS—THE 150th ANNIVERSARY OF THE DEATH OF THE GREAT SCOTTISH POET: The Provost of Fife heading the procession through the town to the Mausoleum where Burns was laid to rest after his death on July 21, 1796. The poet moved to Dumfriesshire during the last years of his life, settling on the farm of Ellisland, and when the venture was unsuccessful, taking an ordinary excisemanship in Dumfries itself. In 1792 he was promoted Port Officer of Dumfries, but in 1796 exposure to the weather brought on his fatal illness

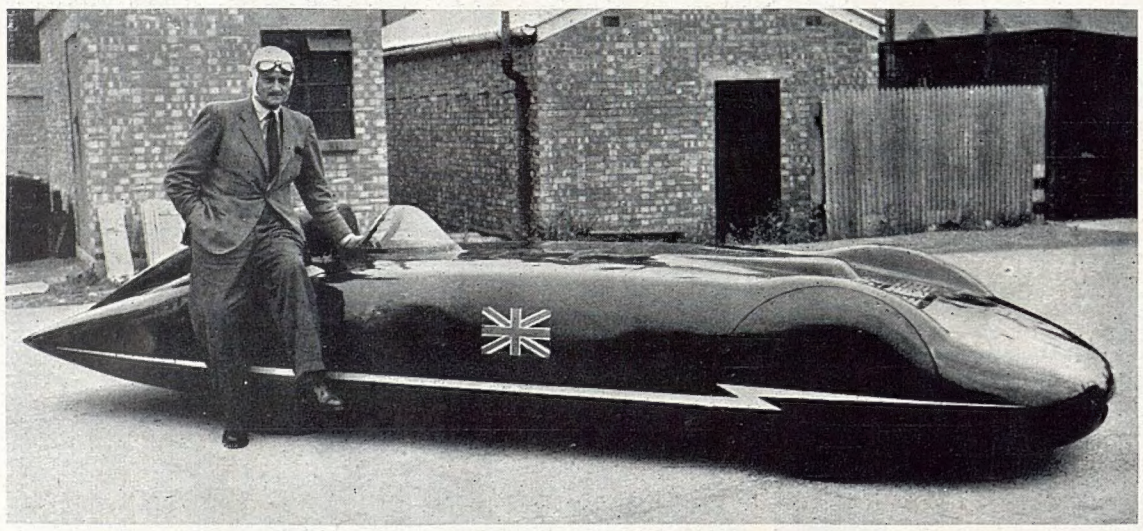


THE "VANGUARD" COMES SOUTH: The 42,500-ton battleship seen on arrival at Plymouth after the successful completion of her trials in northern waters. The ship has spent a month at sea and every part of her equipment has been tested

"VANGUARD" at PLYMOUTH

Britain's Latest Battleship Completes Her Trials and Arrives at Her Home Port

Having completed her running trials and her gunnery tests, H.M.S. *Vanguard* is now ready to begin her career as a unit of the Royal Navy, and her arrival at Plymouth really marks the end of her testing period. During the late autumn and winter, *Vanguard* will be specially fitted out for the Royal visit to South Africa early in 1947, and cabins will be prepared for the King and Queen and the Princesses. H.M.S. *Vanguard* which was built at John Brown's yard, Clydebank, has been designed essentially for an anti-aircraft role, and, in addition to her main armament of eight 15-in. guns, she has sixteen 5·25-in. guns mounted in twin turrets and capable of low-angle and high-angle fire. The battleship is thus equipped to accompany an aircraft-carrier task force and provide a high degree of protection for the carriers in action. The effectiveness of *Vanguard's* anti-aircraft armament is enhanced by the installation of the latest radar and fire-control equipment, the guns being remote-controlled and laid, trained and aimed automatically from a master-sight. She would probably be quite as accurate in engaging an unseen as she would a seen target. As regards appearance, H.M.S. *Vanguard* makes an almost complete break with Royal Navy tradition. The deck line rises sharply at the bow, and the bow itself is flared to a greater degree than in the ships of the King George V class.



PLANNING WORLD SPEED RECORDS: Colonel "Goldie" Gardner standing beside his 750-c.c. six-cylinder M.G., in which he is to make an attempt on the flying kilometre and mile records for cars of this type. The present records are held by a German with a speed of over 140 m.p.h., but Colonel Gardner is of the opinion that his M.G. can better that performance by a margin of at least 10 m.p.h.

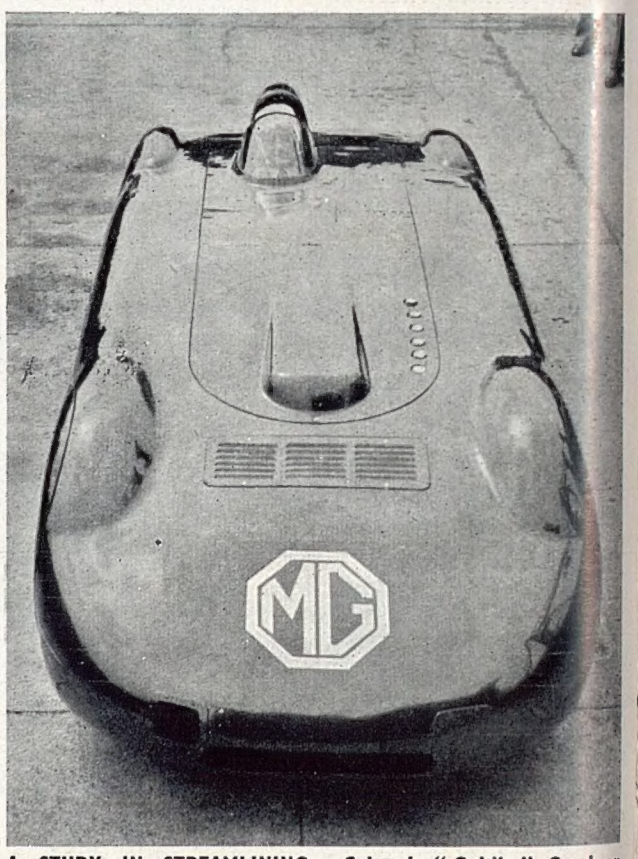
IN SEARCH OF SPEED

Colonel Gardner's Attempt to Set Up a New World Record for 750-c.c. Cars

On the Milan-Brescia Autostrada, one of those great roads which survived the campaign in Italy, and also the regime in which they were created, will shortly be the scene of a determined bid for the Class H flying kilometre and mile motoring records established by Kohlrausch before the second World War. Colonel "Goldie" Gardner, who is making the attempt with his 750-c.c. six-cylinder M.G., has had great experience in light-car racing, and he hopes to better the existing records by at least 10 m.p.h. Of recent weeks Colonel Gardner has been down at Abingdon superintending the bench tests of his M.G. and generally

(*Continued on right*)

IN THE COCKPIT OF HIS M.G.: Colonel "Goldie" Gardner at the wheel of his 750-c.c. car with which he was due to leave for Italy last week-end



A STUDY IN STREAMLINING: Colonel "Goldie" Gardner and his M.G. A head-on view showing how the cockpit, situated a little to the left of centre, is protected by a perspex windscreen. A picture of the M.G.'s engine undergoing bench-tests at Abingdon appears on page 118 of this issue

preparing for his effort. His departure for Italy was arranged for July 20, but the date of his attempt must depend largely on wind and weather. Unlike Sir Malcolm Campbell and the late Sir Henry Segrave, who made so many of their records on sand in Africa and the United States, Colonel Gardner will have a ready-made track requiring no exhaustive pebble gathering in order to prepare it for use.

"THE WHOLE BAKING INDUSTRY IS AGREED THAT RATIONING IS UNNECESSARY": Mr. Fred Phillips, Chairman of the Parliamentary Committee of the National Association of Master Bakers, speaking at last week's meeting

LEADING THE REVOLT: Mr. E. F. Mitchell, of Worthing, the President of the Master Bakers

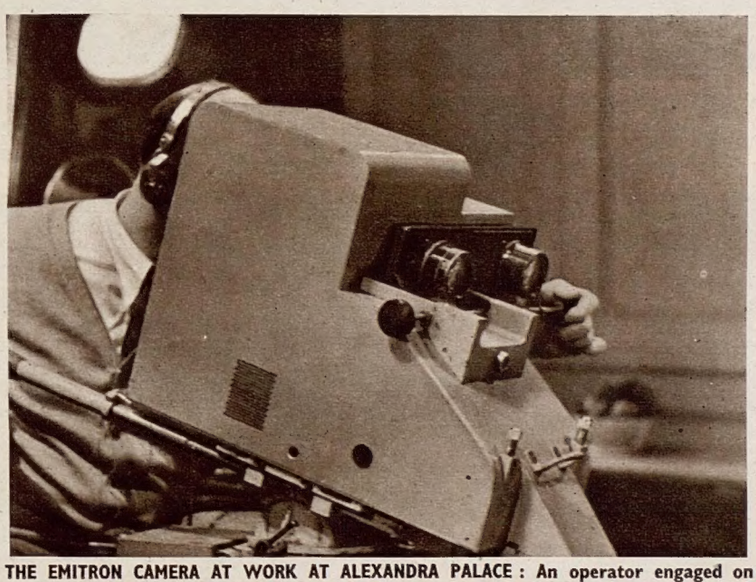
THEY PROTESTED EN MASSE: Some of the 1,500 delegates of the National Association of Master Bakers who last week came together from all parts of England and Wales, and at their meeting at the Memorial Hall, Farringdon Street, unanimously passed a resolution declaring that the Government's bread-rationing order was impossible to work. At the same time they deplored the Minister of Food's threat of heavy terms of imprisonment and fines

THE BAKERS PROTEST

The Momentous Meeting in London at Which They Rejected the Bread Rationing Scheme

No measure introduced since the close of the war has caused more misgiving than that of bread rationing, and last week the public uneasiness with regard to the whole question reached its climax when the 1,500 delegates of the National Association of Master Bakers met in London and rejected the scheme by a unanimous vote, afterwards sending six delegates to Mr. Strachey, the Food Minister, to lay their resolution before him. Meanwhile, in Scotland different counsels prevailed, and the members of the Scottish Association resolved to give the Government's rationing scheme every chance

THE GUEST NIGHT PROGRAMME AT ALEXANDRA PALACE: James Laver, Merlin Minshall, Richard Meakin, A. G. Street, S. P. B. Mais, John Pudney and Barnet Freedman taking part in a broadcast. They work under strong lamps



THE EMITRON CAMERA AT WORK AT ALEXANDRA PALACE: An operator engaged on an indoor broadcast for one of the regular television programmes which the B.B.C. is staging with such marked success at its hill-top studio

MISS TELEVISION IS TALL AND FAIR: Miss Jill Webb is the new television announcer at Alexandra Palace

TELEVISION IN ACTION

A Pictorial Radio Broadcast in Progress at the Alexandra Palace

In 1936, when the B.B.C. made its first attempts at high definition television, British viewers knew on the instant that the new broadcasting had come to stay. Although the war interrupted the development of the service, the Alexandra Palace station is now in full swing again, and, in the few weeks that it has been operating, pictorial radio has made its expected come-back, plays, variety, films and sporting events all being recorded for the pleasure of the growing army of viewers. On pages 122 and 123 of this issue is published a special article on the subject by Charles Graves, together with a number of technical, diagrammatic drawings

SATELLITE TOWN NUMBER TWO

Crawley and Three Bridges are Chosen for Development on the Surrey-Sussex Border

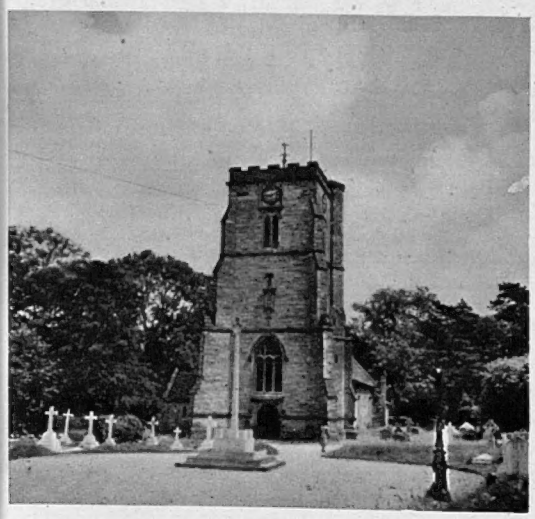
A NEW PLANNING EXPERIMENT ON THE SURREY-SUSSEX BORDER: An aerial view of the towns of Crawley (foreground) and Three Bridges (in the distance), which together with 5,000 acres of surrounding land will form the second of the satellite towns envisaged by Mr. Silkin, the Minister of Town and Country Planning. Mr. Silkin, whose plans at Stevenage met with such strong opposition when they were first announced, has declared that this second town will largely accommodate people working in light industries. The present population of the district is about 7,000, but as Satellite Town No. 2 it will rise to 100,000

TO BE PART OF SATELLITE TOWN NO. 2: The main square of the little town of Crawley, which has leapt from comparative obscurity as a result of the newly-announced plans of Mr. Silkin. In all there will be about twenty satellite towns, several of which will relieve London's drastic congestion

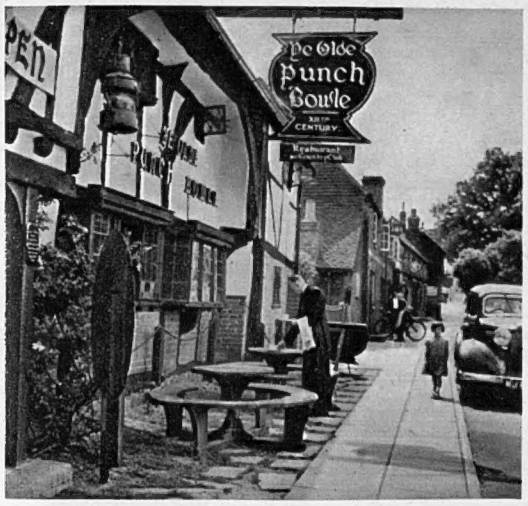
When the plans of the Ministry of Town and Country Planning for the creation of the first satellite town were announced earlier in the year, it will be remembered that there was an immediate outcry among residents of Stevenage, particularly among those whose homes were scheduled for demolition in the interests of the scheme. Now the Minister, Mr. Silkin, has announced a second satellite town to be situated in the area of Crawley and Three Bridges, on the Surrey-Sussex border, and designed essentially to accommodate workers in light industries. In common with Stevenage, the Crawley and Three Bridges district is well served by road and rail, and although it was omitted from the Greater London Plan, examination of the area has shown that it fits in well with the present scheme of de-centralisation. Introducing the Second Reading of the New Towns Bill in Parliament recently, the Earl of Listowel, the Postmaster-General, declared that "the immediate programme envisages twenty new towns with a total population of almost 1,000,000 and situated in various parts of the country. The Government hope that the new towns will become adult and independent towns, not just dormitories. In Scotland there will be four such towns

HIGH STREET, CRAWLEY, AS IT IS TO-DAY : As at Stevenage, this old-world part of the town will doubtless be incorporated intact within the new satellite town

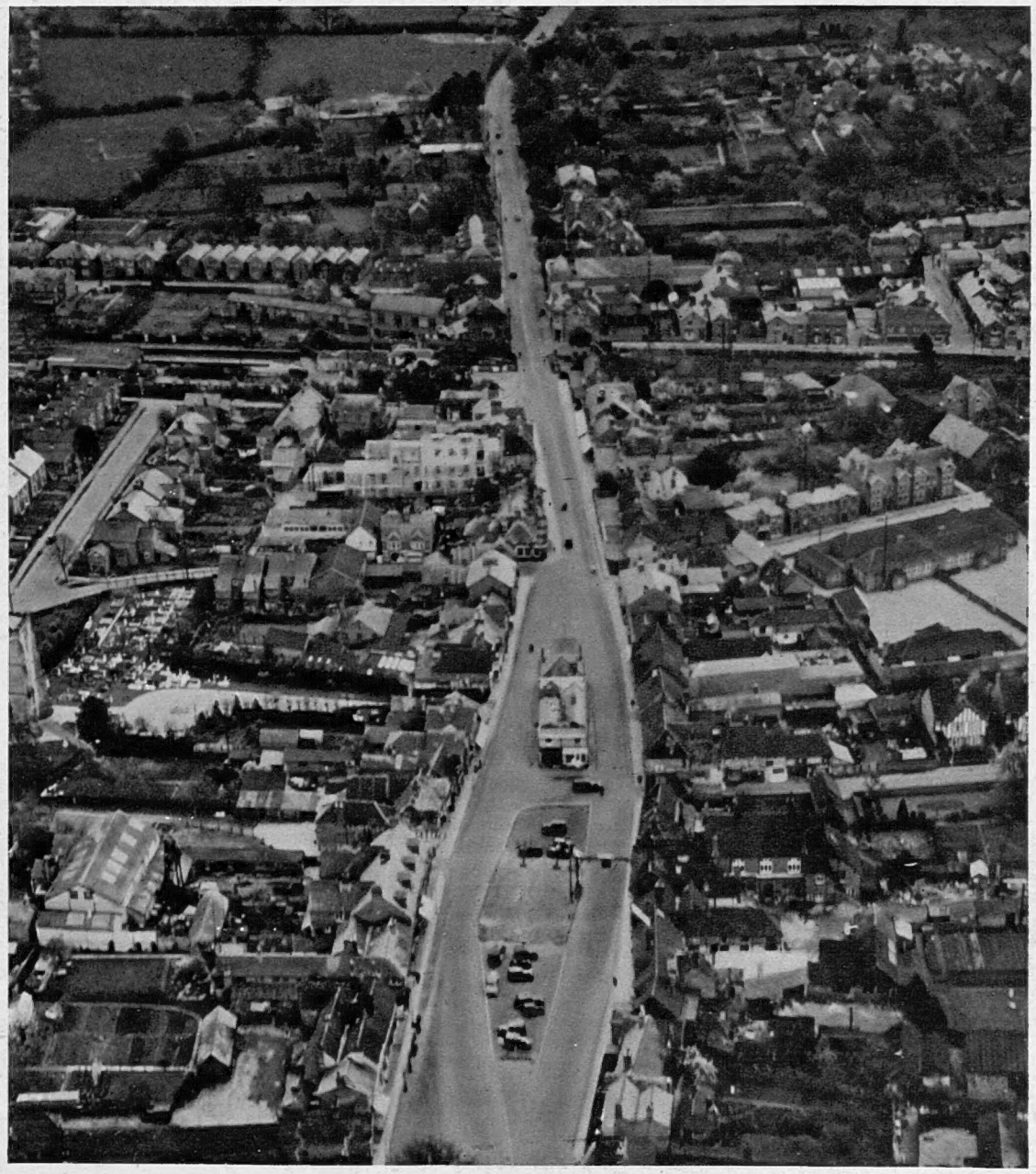
CRAWLEY'S PICTURESQUE COTTAGES : They may be old-fashioned in some respects, but, as may be seen from this picture, they have electricity laid on via the grid system



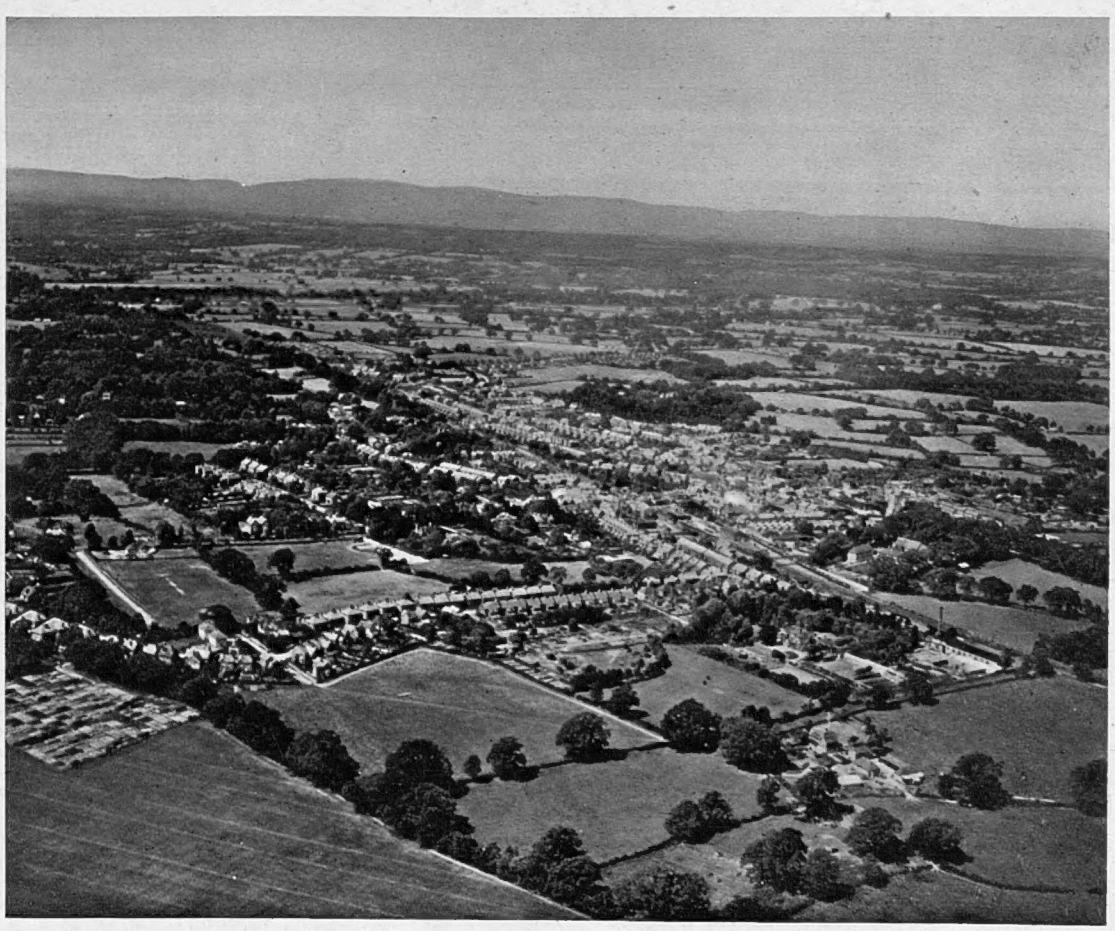
THE PARISH CHURCH OF ST. JOHN AND ST. PETER : It stands among the trees off the road to Three Bridges with the cottages of Crawley grouped round it



CRAWLEY'S TWELFTH-CENTURY INN : The signboard, with the words Ye Olde Punch Bowle, is new enough, but the hostelry is a genuine antiquity and a great resort of travellers en route to and from the South coast



THIRTY MILES FROM LONDON : An aerial view of Crawley, the little town on the Surrey-Sussex border which is to be the centre of a mighty experiment in town planning. The Government emphasises that the new satellite towns must not be regarded as dormitories, and it is hoped that they will develop a corporate life of their own. Mr. F. J. Osborn, of the Committee of the Town and Country Planning Association, has declared that the new towns are a first step in a world-wide movement to humanise the industrial town, but he urges that they must not become happy hunting-grounds for planners



TO-DAY AN OVERGROWN VILLAGE, TO-MORROW A SATELLITE TOWN : Another aerial view of Crawley, showing the way in which its newer houses have tended to straggle along the approach roads. In the five thousand additional acres which will be incorporated in Satellite Town No. 2, there are many fine old trees

WHAT OF THE PRESS BARONS?

Do They or Do They Not Influence the General Public on the Major Issues of the Day?

By FERDINAND TUOHY

YOUNG evangelist Michael Foot's leading of an offensive against "monopolistic tendencies" in the Press appeared to me to be on the impolitic side from the Labour standpoint. Why give ground for the suspicion that there exist Labour leaders who are not averse to ordaining more of a Yes-Press—British version, of course, yet still in the descent from the Reichskanzellerei and the Kremlin—when the tendencies complained of, Lords Kemsley, Beaverbrook and Rothermere, so recently brought all their heaviest pieces to bear, only to see Labour bound overwhelmingly from the polls to power?

Why seek to curb tendencies which so manifestly fail to lead the public up the garden path when it doesn't want to be led, if to do so is to interfere with the sacrosanct Freedom of the Press?

It occurred that it might be a good thing to ask "working journalists" what they thought, as the chosen instruments between the Press Barons and the public; and on the way to Fleet Street I fancied the ideal would be to question journalists of three ages—twenty-five, forty, and sixty—representative of the principal departments: leader-writer, political correspondent, reporter, sub-editor, cartoonist, sports writer, critic, columnist, "sob sister." But that grandiose scheme was taken in hand by the very first person I met, on getting off the bus. This person said: "My dear fellow, thought you had more sense! Don't waste your time! All reporters, sub-editors and cartoonists are Socialists. All sports writers, dramatic critics and columnists are Conservatives. All leader-writers, political correspondents and sob-sisters are chameleons. I know there are exceptions, but that's how it runs as a rule."

"Besides," he went on, "haven't you noticed how difficult it is to get journalists to probe their own profession? I dare say if you called on the National Union of Journalists, they'd hand you out a hot line against Press monopoly. That's trade unionism operating. But I have in mind the individual journalist—when you try to draw him out on the ethics of his job. Most journalists rag about their Press Barons. Another way is to brush the whole business aside with cynical or sardonic japes.

"Others are distinctly coy about answering. 'What's this guy after?' they say. For, of course, you know the unwritten book: 'A Spy Walked in Fleet Street'? And quite a lot, finally, are perfectly sincere when they say they've got nothing to do with the political side of journalism, so why drag them in? You can almost hear this frequent type speaking. 'I've got my job to do, which happens to be writing about dog racing. Just as Snooks keeps the books, or Jones measures you for suits. Do they think of leaving their firms because their owners are Conservative bosses? Why, any more, should I?'"

As some may have surmised, the conversation had ere this led us to a wine table, and so fecund did my friend prove himself to be, that only two others were called into conference during the next hour—a Socialist sports writer and a Conservative reporter. Taking sole responsibility, I extract the following after due digestion:—

Is there more of a monopoly now than twenty years ago, and, if so, what is its added significance?

Total combined circulations have got into fewer hands. It is faulty to argue the contrary on the premise that London's Left newspapers have caught up on their Right opponents (combined circulations appear now to be around 8½ million Right, and 6½ million Left). The real difference has occurred in the country as a whole. Not only do the London papers of Lords Kemsley, Beaverbrook and Rothermere penetrate the Provinces more than they did in 1926, but, into the bargain, two of these firms now dominate the Provinces. Where formerly there existed a variety of fields for the expression of opinion, a large part of the provincial Press now conforms to policy and news treatment laid down at London headquarters.

As for the added significance, it lies in this:

While the Government encompasses its social revolution it is of a mind to remove any obstruction that it can. It does not wish to have holes picked in it under the attention of the mass mind, and is led into seeing more misrepresentation and distortion in Press criticism than is the case. The crusading spirit even causes the Government to indulge in distortion itself. In order to put its nation-changing measures at highest speed on the Statute Book, the Government must clasp every penny it can. One way of saving is over food, and the best way to get the broad masses to agree to a continuation of cheap, meagre rations is to keep telling them about a "starving" Europe.

What is the ledger, good and bad, in this business?

On the plus side the millionaire firms can afford to be far more enterprising and can give much more entertainment value than any other newspaper form. They have their hands on most writers and specialists, and the fact remains that a far larger number among the public than the Socialists care to admit, buy their newspaper in order to be entertained and to follow sport and lap up general information, *not* to read politics. Only when a high moment comes—as over bread rationing—does the broad mass switch to the political line.

On the debit side monopoly makes for the special treatment of events where the fact runs counter to proprietorial policy. Unappetising affairs are passed over, or are not followed up with the attention they should be.

Newspapers in few hands also bring about less employment, due to centralisation of office staffs and the publication of the same article in several newspapers. But the machine-room and production staffs find as many jobs under a monopoly as they would under any other system. Their sufferings recommence each day when, as Socialists, they read what they've been instrumental in putting into print.

What caused Labour to react at this time and in this way?

One might ask: What caused the journalist Labour M.P.s to rise in wrath against the Press Barons? Quite a few of them had worked for the latter. One or two were working still. Could it be that they felt cramped, as journalists, when no longer able to bestride the baronial pages, and that they aspire to alter the tone and character of these so as to permit of their re-admission to a wider area of the national Press than now they grace?

On the broader plane the capital which the anti-Government Press made out of bread rationing ignited the campaign against "monopolistic tendencies." But there is another reason in the background. The Government has advanced more urgent priority calls in justification of its not importing newsprint. Actually it has been "getting back on" the Press Barons—long-nursed hope—while concurrently protecting itself by allowing opponents only a minimum of paper upon which to criticise as sweeping measures are passed into law. Now that the American Loan makes it harder to continue to refuse more newsprint, anything calculated to undermine the Press Barons before these profit by the larger papers to extend their attacks, finds favour with the Government.

What can an enquiry accomplish?

Very little: far less than an enquiry into the B.B.C., which the Government staves off, ostensibly for technical reasons, in reality to avoid the risk of this national instrument becoming of less worth as regards its availability for putting over Labour policy during the salient years.

There is no mystery as to who owns and controls newspapers. There are a few "nominees," but little or nothing would alter by their being revealed—and some are nestling in a newspaper quite Left. The direct way to curb the power of Press Barons would be to legislate in respect of the holding of majority shares in a newspaper company. From there to a part-nationalised, State-fed Press wouldn't take aeons. Whitehall's lavish employment of Public Relations Officers already is part of the foundations.

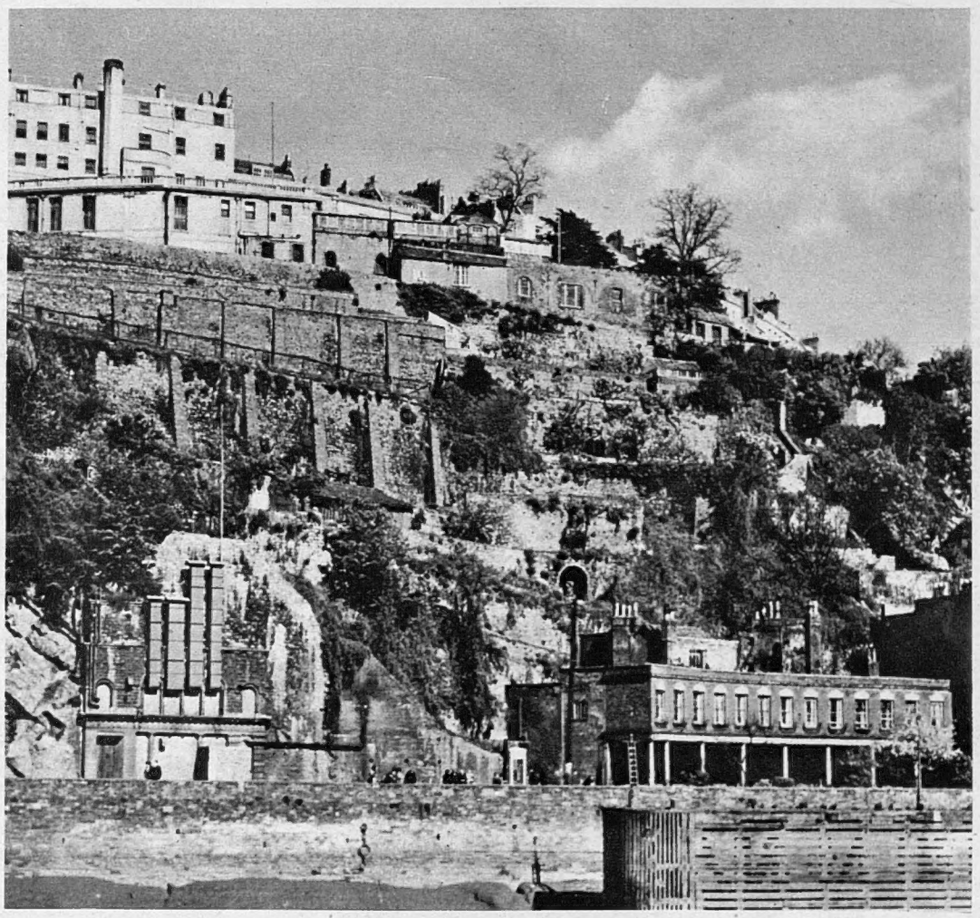
Another way is to limit group ownership to a certain number of newspapers, and to make available to labour the papers "freed" thereby.

Is journalism being exposed to change?

Yes. You see a symptom in the way newspaper proprietors employ journalists of the Left to keep them posted as to how the mass is really feeling about things. The bulk of this mass distrusts the "popular" Press when it seeks to shape the public mind, but will continue to buy these newspapers for their other properties. When it comes to politics, the mass is receiving a new influence in the shape of explanatory leaflets and booklets circulated by the Labour Party, as never by any party before, and by a correspondingly intensified stumping of the country by Labour M.P.s. In this way it is hoped to counteract the influence of the Press Barons.

The obvious step is to start co-operative newspapers—even one such. But, though the excuse is made that "you need £10,000,000 to launch a national daily," the explanation of the void is that Labour papers are handicapped by their serious-minded, crusading bent. They can be so dull to the Jane-minded multitude—albeit Jane strips in Left surroundings.

Another symptom of change concerns the extent to which the oncoming generation is turning to the weekly reviews, and here, no doubt, we see a legacy of ABCA, that much-debated scheme of half-hour culture, and of brains-trusting. The free lance, when detectable, is also in favour with "ex-Forces" and the young.



FOR THE EMERGENCY WHICH NEVER CAME: The entrance to the celebrated Clifton Rocks Railway, near Clifton Suspension Bridge, which was prepared during the early days of the war as an alternative broadcasting station to the B.B.C., Langham Place. If London had been neutralised for hours or days, this station would have broadcast instructions to the people of Great Britain and given the tidings of the day. The Clifton Rocks Railway, so much beloved of children, ascends the rocky face of the gorge to the level of Clifton Down. It emerges near the chimney in the upper part of the picture. In the event of a bombing raid, only the luckiest of lucky hits could have put the place out of action

THE RETURN OF EROS

From Undignified Retirement in a Surrey Village

THE EMBUSSING OF EROS : The first stage of the journey back to Piccadilly Circus was at Cooper's Hill, Englefield Green, where the statue was tenderly laid on mattresses on the truck that took it to London

CLOSE-UP OF A UNIVERSAL CELEBRITY : The famous statue was removed to the country at the beginning of the war and there has been much comment by Londoners and visitors to London on the delay in reinstating it

EROS FLIES AGAIN : The great wings of the statue are well displayed in this picture. Mr. M. J. Lovett, custodian of the statue of love during the war, is seen with it in the fireplace in which it has lain

THE DEBUSSING OF EROS : Here, the statue is being unloaded at County Hall, after its journey from the country. It will remain there until it can be re-erected in Piccadilly Circus

London's most famous statue was recently brought back from Cooper's Hill, Englefield Green, where it was placed for safety during the war. Now it will remain at the County Hall until it can be replaced on its site in Piccadilly Circus. Eros, the work of the late Sir Alfred Gilbert, was unveiled in 1893 as a memorial to the great philanthropist, the Earl of Shaftesbury. It is well-beloved by all Londoners, many of whom feel that it should have been brought back as soon as the war was over. But it is probably as well for its safety that it was not, for it was always the centre of celebrations, and fear of its being damaged has, no doubt, been one of the reasons for the delay in reinstating it. But soon it will be back; the flower-sellers will return to sell "lovely vi'lets" to the beaux and London will be one important step nearer to its normal peacetime shape

THE NEWLY-PREPARED MARRIED QUARTERS IN BERLIN : An ivy-clad block of flats in the British Zone, where British soldiers and their families will be accommodated when the first party of wives arrives in the city at the end of this month. Each family will have its own self-contained flat, and it is expected that furniture and fittings will soon arrive from England to supplement the items of furniture already requisitioned in Germany. In Iserlohn, which is the headquarters of the 1st Corps District, roughly corresponding to the boundaries of Westphalia, whole streets have been requisitioned for British families, and the houses are being prepared both for married officers and other ranks. Iserlohn is perhaps the most beautifully situated, and at the same time the least damaged, of all the garrison towns of Germany, and during their off-duty hours the married men of the British Army of the Rhine will have the choice of several theatres, cinemas and sports clubs which are now operating in the area. The Westphalian houses are without exception extremely well-built and planned, and the British housewife will find that they are essentially labour-saving. Many of the houses have sun balconies, and in winter they are invariably warm. In Berlin it has been most difficult to find accommodation owing to the tremendous devastation

A Foreign Survey

NEWS FROM THE OCCUPIED ZONES

President Truman Approves the Loan ; Bastille Day in Paris ; America's Giant Clipper

WHERE OFFICERS AND THEIR FAMILIES WILL LIVE IN ISERLOHN : Two houses in the Markische Strasse, which has been requisitioned and is being prepared for the first arrivals from England. Iserlohn is the headquarters of 1st Corps District

FOR OTHER RANKS : A street in Iserlohn, where N.C.O.s and men will be housed with their wives

THE THEFT OF THE HESSE JEWELS : Princess Margaret of Hesse and Princess Sophia examining the jewels which were stolen from Kronberg Castle and later discovered in the storage room of a Chicago railway station. Princess Margaret, who is a grand-daughter of Queen Victoria and a daughter of the Emperor Frederick of Germany, visited the headquarters in Frankfurt and was able to identify her treasures

THE NEGLECTED FAMILY OF THE LATE JOSEPH GOEBBELS : Frau Katharina Goebbels, mother of the notorious Propaganda Minister ; Frau Marie Kimmich (Goebbels' sister) and eighteen-months-old Fraulein Kimmick Kimmich, seen at their home at Morlach, a dingy farmhouse in the region of Munich

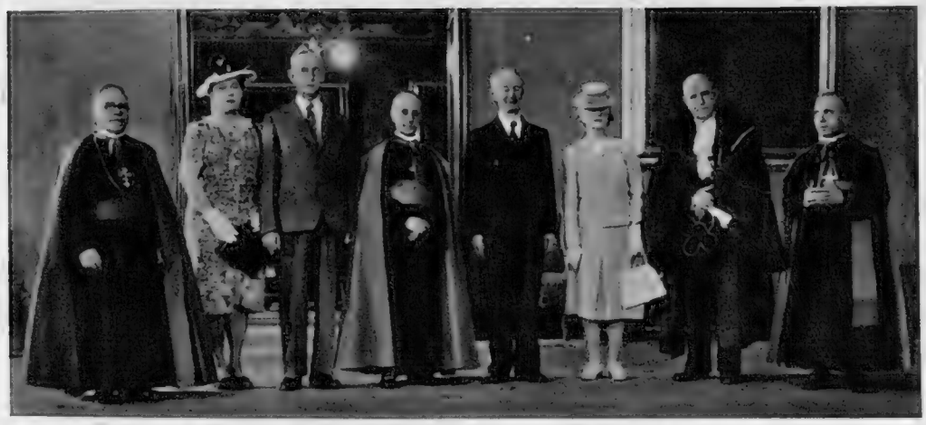
VICTIMS OF INTER-ZONAL MISUNDERSTANDING : Warrant Officer Samuel Harrison, of the United States Army, and his wife Helen, both looking dishevelled and distraught after their release by the Russians. They reported to Major-General Frank Keating following their release that during their sixteen days in captivity the Soviet authorities had subjected them to a constant "grilling" in attempting to elicit information. It appears that Harrison and his wife wandered outside the American Zone when on their way to buy a dog on the outskirts of Berlin. The Russians at once arrested them on suspicion of espionage. At the same time three Russian officers were seized by the U.S. authorities for alleged spying on American installations in Germany. It is probable that Harrison and his wife were held as hostages for the Russians

PRESIDENT TRUMAN SIGNS THE LOAN BILL : Watched by Chief Justice Vinson, Secretary of State Byrnes, the British Ambassador (Lord Inverchapel) and the Speaker of the House of Representatives, the Chief Executive puts his signature to the hotly-debated measure. The Bill, which gives Great Britain a line of credit of 3,750,000,000 dollars, was passed by a vote of 219 to 155, but not before numerous Representatives had taken their turn to condemn the measure

THE WORLD'S BIGGEST PLANE TAKES SHAPE : The wings and fuselage of the "Colossus of Culver" are joined together in the graving dock at Long Beach, California. This eight-engined transport Clipper, which has been built by the Hughes Aircraft Company at Culver City, is now being assembled, and it will make its initial flight in the autumn or in the early part of next year. Up to now the flying-boat has cost £5,000,000 and costs are still mounting. Mr. Hughes, the man who has built the machine under Army contract, was recently gravely injured in a flying accident

FRANCE CELEBRATES THE FÊTE NATIONALE : A military band heading the long line of munition workers during the Bastille Day celebrations in Paris. The men, clad in blue overalls and with bare arms, were given a tremendous cheer by the great crowds lining the route

THE MARCH OF THE MUNITION WORKERS : Another view of some of the 2,000 men from the French arms factories who took part in the Bastille Day parade on July 14 in Paris. M. Bidault, as head of the Government, took the salute at the march-past, and the whole occasion recaptured much of the gaiety and enthusiasm of pre-war days. While these ceremonies were taking place in Paris, Mr. Churchill was the guest of the city of Metz, fulfilling an appointment made with General Giraud in 1942. He made a plea for Anglo-French co-operation in the post-war world



THE NEW GOVERNOR OF MALTA AT THE PALACE OF VALETTA : Mr. F. C. R. Douglas was sworn in by the Chief Justice on July 10. The ceremony took place in the Hall of St. Michael and St. George. This photograph was taken in the State Drawing Room of the Palace and includes (left to right) : His Lordship Mgr. E. Pace, Bishop of Gozo ; Lady Campbell ; Sir David Campbell (Officer Administering the Government until Sir George's arrival) ; His Grace Mgr. Sir Michael Gonzi, Metropolitan Archbishop of Malta ; Mr. Francis Campbell Ross Douglas ; Mrs. Douglas ; Sir George Borg, Chief Justice ; and His Lordship Mgr. Galea, Bishop of Tralles

UNITS OF THE AMERICAN NAVY VISIT SWEDEN : Some of the ships of the U.S. Fleet seen on arrival in Stockholm. The crews of the six ships, including the cruiser *Houston*, were entertained by the Swedish Government during a week's stay. The men were given a great reception, and many entertainments were arranged for them with true Scandinavian hospitality

THE GREAT INTERNATIONAL WATERWAY WHICH RUNS IN IDLENESS TO THE SEA : A diagrammatic drawing showing the course of the Danube from Austria through Hungary, Yugoslavia, Rumania and Bulgaria to its delta on the Black Sea. This celebrated river, which in pre-war days brought 1,000,000 tons of goods per annum to Austria alone, is to-day almost devoid of traffic, and this at a time when the Central European railway system is still disrupted by the effects of war. East of Vienna the Danube is at present controlled entirely by the Russians, but at the Big Four Conference in Paris Mr. Bevin and Mr. Byrnes urged that, as in the past ninety years, it should be under the surveillance of an international body—*Drawing by E. G. Lambert*

THE TWO MAIN DIVISIONS OF THE DANUBE : A sketch-map showing the Upper Basin and the Lower Basin (the Maritime Danube). Russian control extends to the delta

NO TRAFFIC ON THE DANUBE

The Russians in Manchuria: The Oilfields of Baku: Women Voters of France and Italy

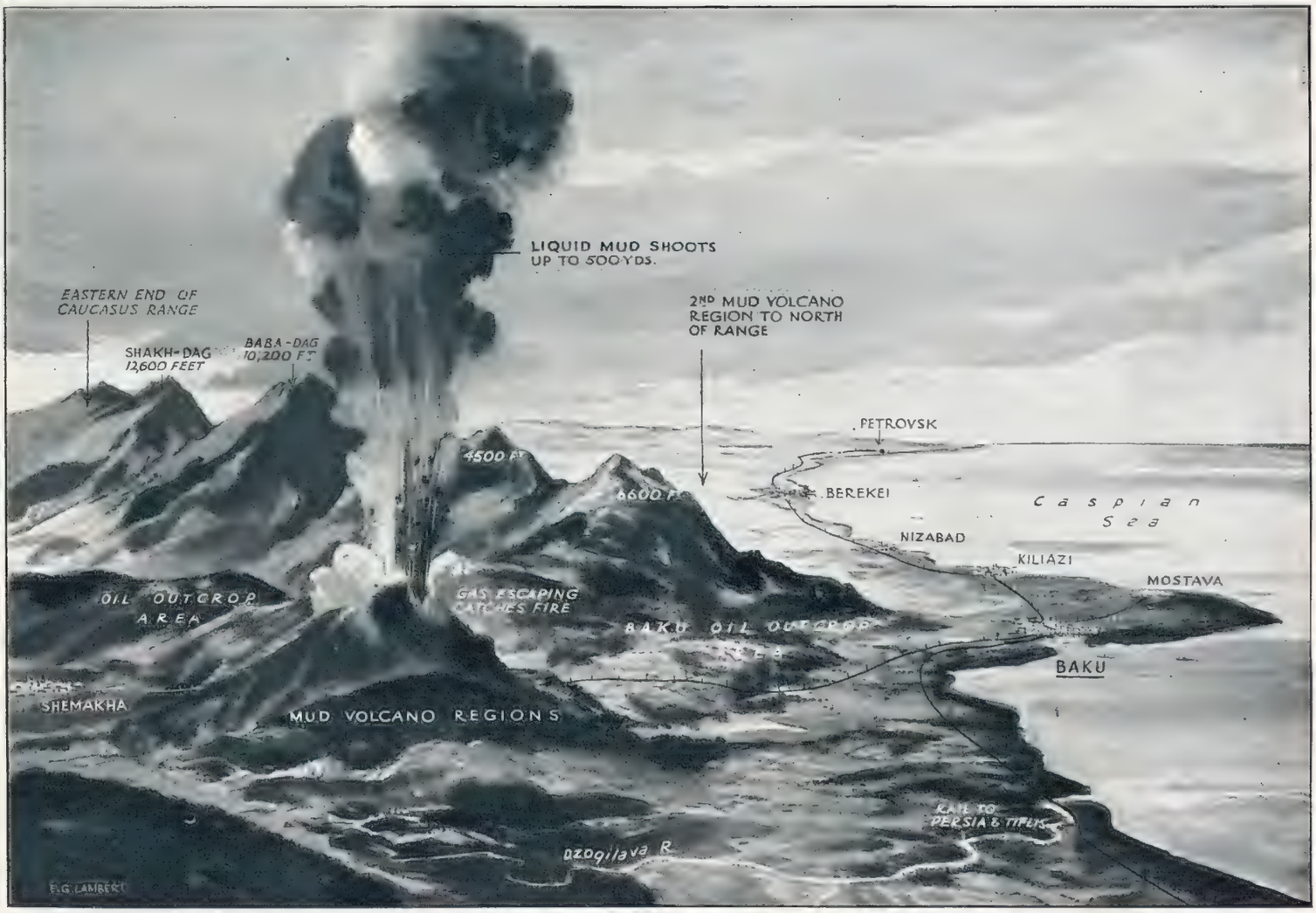
By the Treaty of Paris in 1856 the article of the Congress of Vienna relating to the free navigation of rivers was extended and applied to the Danube, and it was laid down that its navigation was to be free and on a footing of equality for all nations; and in the ninety years of international regulation since that Treaty the great river has been a main artery of commerce. To-day that principle of free trade is in jeopardy, and the river from the Tulln Bridge above Vienna to the Black Sea is almost wholly in Russian hands. Little traffic uses the waterway owing to the conflicting interests of the riparian Powers, and until the Danube is controlled once more by an international body, in the manner advocated by Mr. Byrnes and Mr. Bevin at the Paris Conference, it is felt that trade in Central Europe will continue to stagnate. One reason for the present lack of traffic lies in the Russian policy of forming joint shipping companies with the riparian Powers, this leading to a lack of co-ordination on the river, and another reason is that half the river fleet, and the more powerful half, lies upstream in the American Zone, where it fled before the advancing Russians in 1945

THE WOMEN OF FRANCE ARE ENFRANCHISED : Examining a poster of the M.R.P. prior to the recent General Elections. The women have only had the vote since October 1945, but they have been quick to exercise their rights, and it is felt that they will prove a salutary influence in French political life. Thirty women were elected to the new Constituent Assembly, including Mme. Vienot (widow of the former Ambassador in London) and Mme. Vaillant-Couturier, one of the witnesses at the Nuremberg trials

***On right*—THE WOMEN OF ITALY GO TO THE POLLS : Voting was "free, secret and universal" in the Italian General Elections, and for the first time since "Mussolini's March on Rome" the poll was democratically conducted.** In this drawing women are seen gathered at a polling station in the neighbourhood of the Colosseum. There were many nuns among the electors, and it is to be presumed that their votes went heavily in favour of the Centre and Right-wing groups appealing to the electorate—*Drawing by W. G. Whitaker*

IN THE WAKE OF THE RUSSIANS IN MANCHURIA—THE INDUSTRIAL CITY OF FUSHUN, WHICH WAS LARGELY STRIPPED OF MACHINERY BY THE RETREATING RED ARMY, BUT WHERE THE CHINESE ARE NOW ATTEMPTING ECONOMIC REHABILITATION: In the foreground is the great open-cast coal-mine, the largest of its kind in the world, which once produced 20,000 tons daily—*Drawing by E. G. Lambert*

Of recent months readers of *The Sphere* have seen photographic evidence of the stripping of the industrial plants of Manchuria, a task carried out by the Russians before they retreated northwards across their Siberian frontier. Since then Manchuria has become a battlefield where Chinese Nationalists and Chinese Communists have sought to gain the mastery. During June and the early part of July, Fushun was in the hands of General Chiang Kai-shek's troops, and they found on entering the city that every piece of modern machinery had either been removed or destroyed, and its productive capacity had been reduced to a fraction of the wartime levels attained by the Japanese operatives. The aluminium, steel and shale-oil plants in Fushun were entirely supplied with fuel by the vast neighbouring open-cast coal-mine operated by the South Manchuria Railway Company. An attempt is being made by the Nationalists to get this mine working again, but less than 10 per cent. of the mine's 1940 output of 20,000 tons daily is being produced at present. Throughout Fushun, attempts are being made to revive industry and to create employment, and this is the first evidence of Chinese rehabilitation in Manchuria since the departure of the Russians



A NEW VOLCANO BURSTS INTO LIFE—A PEAK IN THE MOUNTAINS OF SOVIET AZERBAIJAN, ABOUT FIFTY MILES FROM THE CASPIAN, ERUPTING MUD OVER THE OILFIELD AREA: Liquid mud is seen shooting from the crâter up to a height of 1,500 ft.—*Drawing by E. G. Lambert*

The mud volcano is a phenomenon associated essentially with the oilfield areas of the world, and it occurs frequently in the Russian lands bordering the western shores of the Caspian. This latest outburst took place at the beginning of the month in the mountains near Baku Accompanied by underground thunder, masses of liquid mud were shot from the crater 1,500 ft. into the air, and as the underground gases escaped with the mud they caught fire, giving the whole spectacle a most alarming aspect. This area leapt into the news during the second year of the German invasion of Russia, as the Wehrmacht penetrated this region and set about repairing the damaged oilfields with a view to gaining vital supplies

THE CLOUD-SWEPT FAROE ISLANDS ARE ONCE AGAIN IN THE NEWS : A Liberty ship and a sailing vessel meet heavy weather off the islands of Ostero and Bordo. In this northerly group belonging to Denmark, the United States Government is seeking to establish meteorological radar stations, believing that they will provide vital information for shipping and aircraft—*From an oil painting by Montague Dawson*

BUSY DAYS ON TYNESIDE—A NORTHERN RIVER WHICH REFLECTS THE GROWING IMPORTANCE OF OUR EXPORT TRADE : An aerial view of a section of the Tyne, showing naval vessels and merchant ships at their moorings. Newcastle, Gateshead, Walker, Wallsend, Hebburn, Jarrow, North and South Shields and Tynemouth are all leaping into activity. Several new passenger liners are under construction in the river, while the repair of merchant ships damaged during the war years is a principal task of many of the yards. Among the important ships launched on the Tyne this year, and now being fitted out, is the 12,000-ton "Auricula," which is being built at Hawthorne Leslie's at Hebburn for the Shell Oil Company

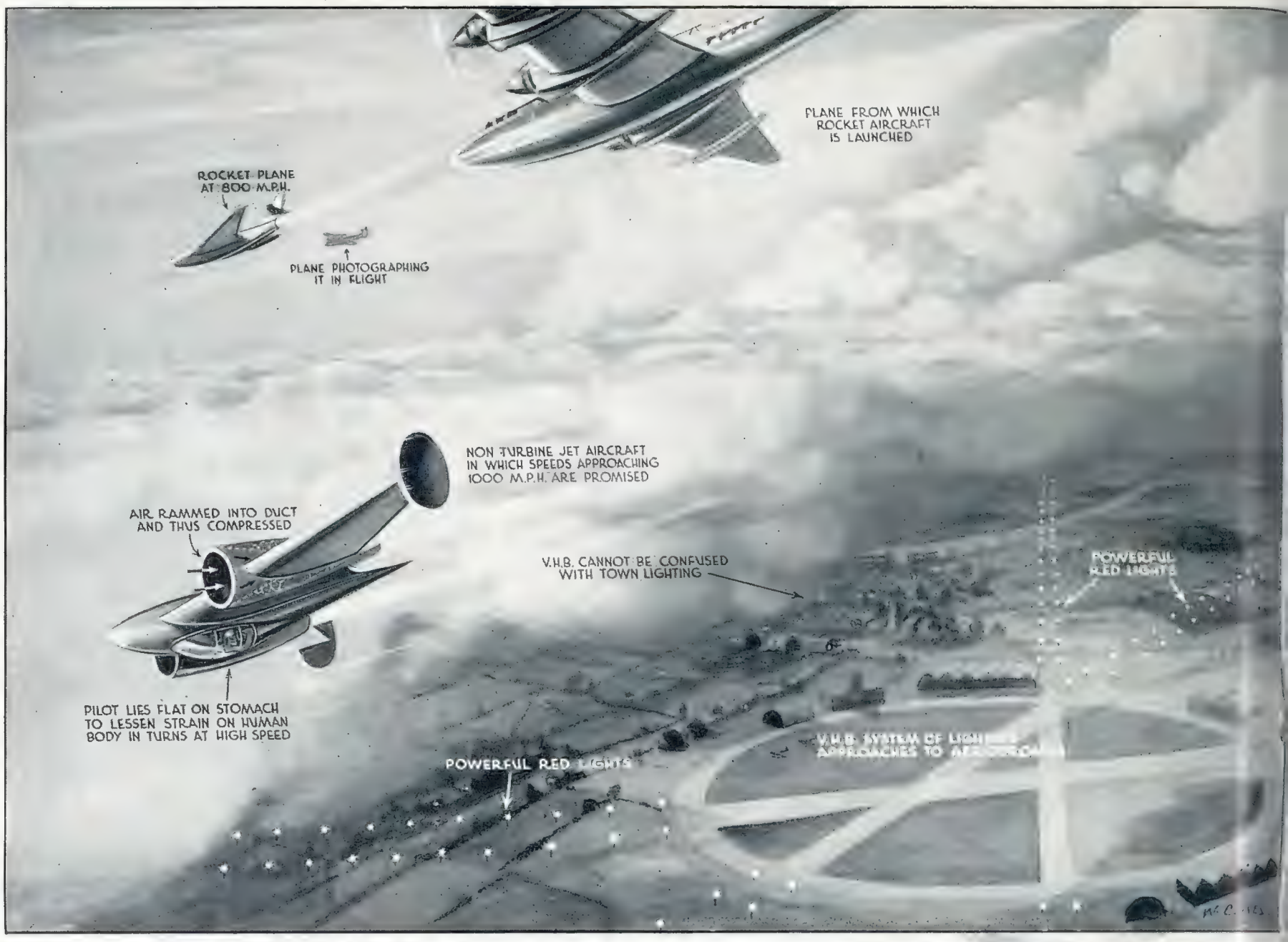
MATTERS MARITIME

Meteorological Stations in the Faroes; Activity in the Tyne; A U.S. Warship at Trieste; Evacuating Alexandria

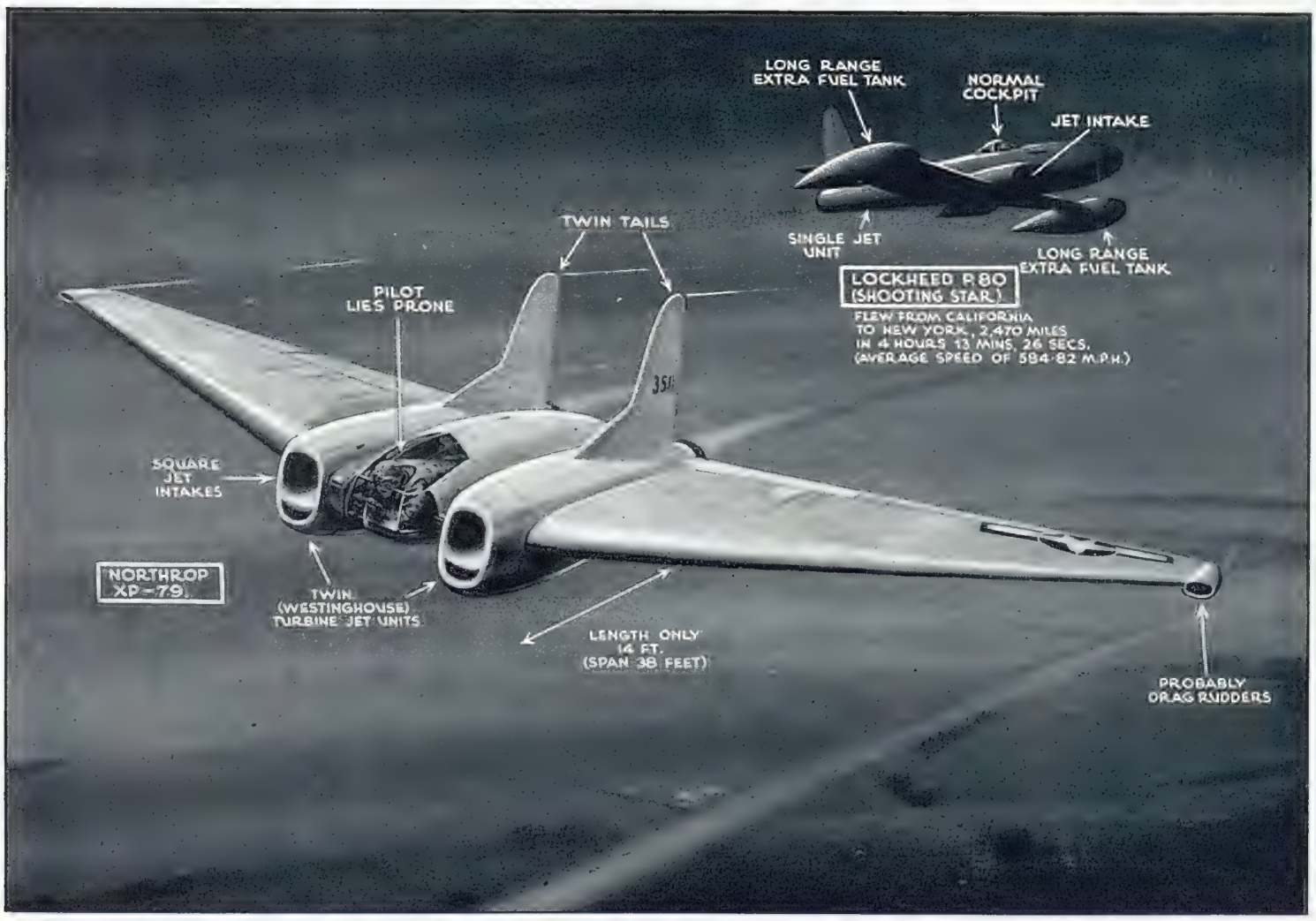
The Faroe Islands, which must now be known to many thousands of British troops who took turns to garrison them during the war years, have come into the news again as a result of a note from the United States Government to the Danish Government expressing a willingness to co-operate in the establishment and maintenance of meteorological radar stations in the group. The desirability of establishing such stations can be readily understood, as they would be in a position to give warning of bad weather over a wide area of the Atlantic. The Faroes include twenty-one islands, of which seventeen are inhabited. They are of volcanic and basaltic formation, rising steeply from the sea.

***On right*—THE BRITISH DEPARTURE FROM EGYPT : A scene at the quayside at Alexandria as British military and naval stores are loaded aboard the transports. During the past six months over 100,000 tons of stores and 20,000 troops have been removed from Alexandria and Cairo, and before the final task of evacuation is complete no fewer than 150 depots will have to be emptied of equipment to the value of £162,000,000.** The British naval headquarters at Alexandria is being taken over by the Egyptians this month, while the Union Jack was hauled down from the Citadel at Cairo only a fortnight ago. The Citadel had been in the occupation of the British Army for sixty-four years—*Drawing by W. G. Whitaker*

AMERICAN GUNS ARE POINTED AT THE CITY OF TRIESTE : The main armament of the United States light cruiser "Fargo" trained on the port during the recent disturbances created by the pro-Yugoslavian and pro-Italian parties in the city. Many were killed and injured in the disturbances, which lasted for several days, and American and British naval and military reinforcements were sent into the city in order to restore order. The "Fargo" is the flagship of Vice-Admiral Bernard H. Bieri, Commander of the United States naval forces in Mediterranean waters, and she put into Trieste on June 28 to join two British cruisers and several smaller warships. Before the Paris Conference of the Big Four came to an end it was decided that Trieste should be internationalised, together with part of its hinterland, a compromise that did not create general satisfaction, but, as Mr. Byrnes said at the time, provided the smallest common measure of disagreement. The alternatives to such a compromise were either a clash, which all were agreed in averting, or the conclusion of separate peace treaties, which would be no less disastrous for all concerned



COMBATING SPEED PROBLEMS AT THE SONIC BARRIER : Some aerodynamic innovations of the immediate future. A diagrammatic sketch showing (at top) a rocket plane after being launched from a parent craft at a height of 36,000 ft. It is understood that such a rocket plane is now being produced in this country and that it will be used to provide information about planes travelling above the speed of sound. An attempt will be made from a fast aircraft to photograph it in level flight at 800 m.p.h. The drawing also shows another type of machine involving jet propulsion without the use of a gas turbine. In this aeroplane, designed by Miles Aircraft Ltd., the pilot will lie flat on his stomach to lessen the strain. The machine will be driven by an athodyd, which is a means of making the high speed itself do part of the work of producing jet reaction. To cater for the needs of these high-speed aircraft, the V.H.B. system of aerodrome lighting is now being used, two lines of powerful red lamps marking the approach to each runway.—*Drawing by W.C. Ives*



TWO AMERICAN INNOVATIONS IN THE REALM OF HIGH-SPEED FLIGHT : The Northrop XP79 (on left) and the Lockheed P80, both of which are providing designers in the United States with new ideas in aerodynamics. The Northrop machine, which has been built entirely for research purposes, carries the pilot in a horizontal position. It is an all-wing type, having a span of only 38 ft. The P80, popularly known as the Shooting Star, recently flew from California to New York at an average speed of 584·82 m.p.h. the total time taken being under 4 hours 15 minutes

IN SEARCH OF SUPERSONIC SPEEDS

Tackling the Problem of High-speed Flight in Britain and America

Undoubtedly some of the mo intriguing problems modern aviation are now bei tackled by scientists on both sid of the Atlantic, who are attempti to discover the secrets of fli beyond the sonic barrier. Exper mental types are being produc by several leading concerns, a Vickers are credited with havi on the stocks a rocket plane whi will be launched on its flight fro a parent plane flying at a heig of 36,000 ft. Also experimentin in England are Miles Aircra Ltd., whose high-speed proje involves jet propulsion without t use of a gas turbine. This aer plane will be driven by what known as an athodyd. Th theory is that if an orifice is pr sented to the air ahead of aeroplane travelling at, say, 8 m.p.h. the air will be rammed in it with such force that it w become compressed in the du Having compressed the air, means of the ram effect, it can heated with the help of oil burne just as it is heated in the prese gas turbine. The subsequent e pansion and the consequent spe of the flow of gases at the exhau end will give the same jet thru as in a gas turbine. Speed approaching 1,000 m.p.h. a promised for the Miles mod

LINKING UP THE BRITISH ISLES BY AIR—INTERNAL AIR-LINES NOW IN OPERATION OR DUE TO START BEFORE THE END OF 1946: A diagrammatic sketch showing the services which are in the schedule of the British European Airways Corporation. The routes marked white are now in being, and they radiate mostly from the London area. Glasgow is also the focal point of several important services connecting with such out-of-the-way places as the Hebrides, the Orkneys, and the Shetlands. In the development of these routes much depends on the delivery of new aircraft, while in various parts of the country elaborate ground organisations still remain to be organised. This map does not give full details of the proposed routes to North and Central Wales, as these have not yet been fully decided upon, but the important South Wales ports will be in direct communication with Bristol, London and Exeter. The East-West, West-East service between Norwich and Birmingham will be a boon to sorely-tried travellers on this cross-country route which has never been served well by the railways Belfast will communicate direct with Prestwick Newcastle the Isle of Man, Blackpool Manchester and Liverpool

LORD MONTGOMERY RETURNS THANKS FROM THE BALCONY OF THE MANSION HOUSE: The Field-Marshal acknowledging the cheers of the crowd after he had driven in an open carriage through the City, been made a Freeman of the City of London at the Guildhall, and had lunched at the Mansion House with the Lord Mayor and the members of the Corporation. "London men fought with me," he told the crowd, "all the way from Alamein to the Baltic, finishing up in Berlin. You, too, fought here in London; and we could not have won our victory in the field if you had not won your victory and stood firm as a rock in London"

LONDON'S FREEDOM for LORD MONTGOMERY

Winchester's Freedom for the Men of the Rifle Brigade and the Royal Rifle Corps

Nearly all the great commanders who guided the Allied cause to victory have now received the honorary Freedom of the City of London, and last week, when this honour was conferred upon Field-Marshal Lord Montgomery of Alamein, the new Chief of the Imperial General Staff, large crowds gathered in the City to cheer him as he drove in an open carriage to the Guildhall, wearing the familiar black beret and battle-dress he always chooses to affect rather than the more formal Service dress of the British Army officer. During the day Lord Montgomery paid a striking tribute to the character of the British soldier. "We do not like uniforms," the Field-Marshal said, "and from Cromwell's day to the war of 1914 the Army was unpopular. The truth is that we British are a martial but not a military race. We may hate war and dislike uniforms—but when we make up our minds, how gallantly we bear ourselves. We do not require the pomp and ceremony and slavish discipline of the Germans; we fight the better because we make up our own minds to it." He believed the foundations of the spirit of the British Army were threefold: a sturdy independence, indomitable good humour, and tolerance

A CELEBRATED FIGHTING UNIT RECEIVES COLLECTIVE RECOGNITION—THE FREEDOM OF WINCHESTER IS GIVEN TO THE ROYAL RIFLE CORPS AND THE RIFLE BRIGADE: Lieut.-General Sir Ralph Eastwood (right), who has been Colonel-Commandant of the 1st Battalion of the Rifle Brigade since 1945, about to receive the scroll of freedom from the Mayor of Winchester at Winchester Guildhall. Since the close of the war numerous units have been honoured collectively in this way, notably the Royal Welch Fusiliers by Carnarvon and the Cambridgeshires by Cambridge. Lieut.-General Eastwood has been associated with the Rifle Brigade for thirty-six years

THE ROYAL FAMILY IN SNOWDONIA: The King and Queen examining a hand-made woollen rug during their visit to Pen-y-Gwryd, at the foot of Snowdon. A picture taken outside the climbers' inn, where a large concourse of people gathered to meet Their Majesties; and Mr. Clough Williams Ellis, the eminent architect, told the gathering something of the work that is being done to create a national park in North Wales. The Royal party afterwards proceeded by car down the Llanberis Pass, and later in the day drove into Carnarvon

The KING and QUEEN DRIVE THROUGH WALES

Following Their Visit to the Industrial Areas of Cheshire

The King and Queen in their tour of North Wales were no more fortunate in the weather than they were in their tour of Cheshire on the day previously, and, save for a few moments at Bangor, they drove for a whole morning through a persistent downpour. In the afternoon, among the hills of the National Park area of Snowdonia, they fared better, and all along the route they received a brave welcome, despite the prevailing conditions. The tour started at Conway, and they took the coast road to Penmaenmawr, Llanfairfechan and Bangor, the journey ending at Carnarvon, where the King inspected county contingents

THE KING AND QUEEN AT CHESTER TOWN HALL: Acknowledging the greeting of the crowds while standing beneath umbrellas on the balcony. During the day they had driven for 80 miles in bad weather through industrial and agricultural country

"I HAVE NEVER HAD A HOLIDAY IN SIXTY-THREE YEARS, BUT I HAVE HAD A DAY OR TWO OFF NOW AND THEN": This is what eighty-two-year-old Mr. Granville Barlow told the King and Queen when they visited the Churchill Tool Company's factory at Altrincham in the course of their Cheshire journey. It was one of many cheerful incidents in the tour

CRICKET AS SEEN THROUGH THE TELEPHOTO LENS

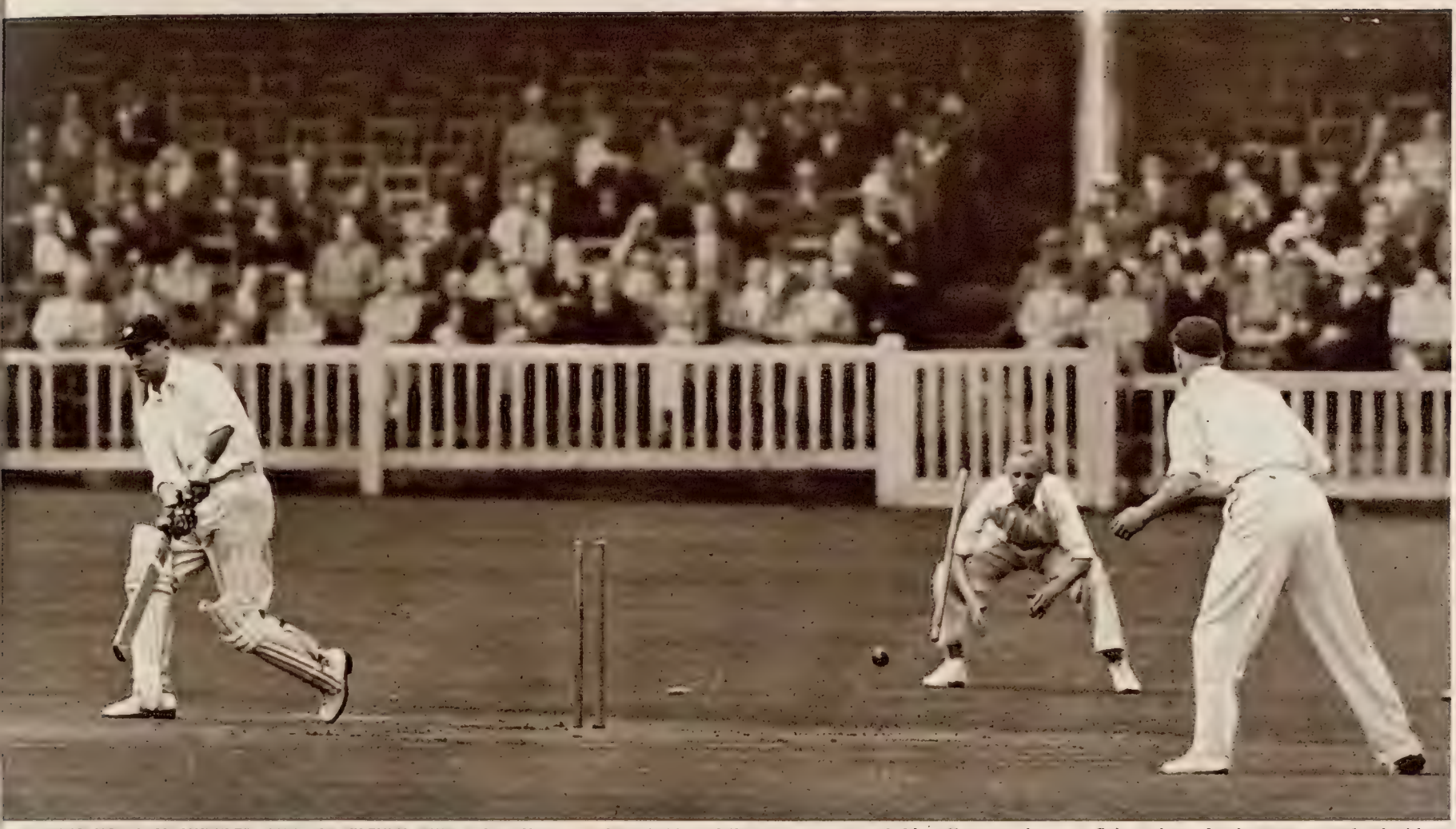
Camera Studies Taken During Recent Play

THE MAN WHO SKITTLED OUT THE INDIANS : A. V. Bedser, the young Surrey bowler, seen in action at the Oval. His performance at Lord's in the first Test, when he took 7 for 49 and 4 for 96, was proof of his big-match temperament and has certainly paved the way for selection for the Australian tour

DRAMA AT THE WICKET : T. P. B. Smith, of Essex, edges one in to the slips and it is well fielded by A. V. Bedser, of Surrey, who appealed for a catch. This picture was taken during the recent game between an England XI and the Rest, and it illustrates very clearly the way in which the telephoto lens records in admirable detail what occurs on the pitch although due allowance must be made at the same time for distortion to the view. T. P. B. Smith, for whom recognition has possibly been overdue, is an all-rounder who is doing much for Essex cricket. He took 9 wickets for 94 against Warwickshire last week

HIGH UP IN THE SLIPS : Laurie Fishlock, Surrey's brilliant opening batsman, taking a difficult catch off A. V. Bedser to dismiss Ames. Ames, the former England wicket-keeper, has been rather out of luck this season and his place in the England team has gone to P. A. Gibb, the Yorkshire amateur. Gibb frequently goes in first for his county and is essentially a forceful bat

HOW 'S THAT ?—NOT OUT ! Evans, of Kent, who played for the All England XI, attempting to stump Brookes, of Northampton, who played for the Rest in the recent Test Trial. Brookes, it will be seen, has just got the toe of his right boot on the line, but he has clearly had a lucky escape from stumping. He was chosen as twelfth man for the second Test against the Indians, and on present form with a batting average of over 40, he is well in the running for the Australian tour



ENGLAND'S NO. 1 IS SKITTLED OUT FOR ELEVEN RUNS : Len Hutton, of Yorkshire, fails to connect and his off-stump is sent flying through the covers. An incident in the opening overs of the Test Trial at Canterbury. Hutton has already scored over 1,000 runs with an average of over 50 in this first post-war cricket season, and, in company with Hammond, Hardstaff and Compton, he constitutes one of the mainstays of our batting. His 364 against the Australians at the Oval in 1938 created a Test Match record which may never be beaten, and, whatever the occasion, he can be relied upon for aggression if given the slightest opportunity. Unlike the engaging Compton, he seldom takes a risk

AN ENGLAND BATSMAN WHO HAS BEEN OUT OF LUCK : Dennis Compton, of Middlesex, putting the ball to leg when caught by Hutton off Wright's bowling in the Test Trial

WATSON SMACKS THE BOWLING : This Yorkshire batsman made 61 in the second innings of the Canterbury Test Trial. He is a promising bat, but, like Compton, has had his share of ill-luck in recent county matches. His 55 against the Indians last week showed that he is well up to any bowling of international class

SPREADEAGLED BY THE HAND OF VOCE : A. V. Avery, of Essex, after scoring 79 for the Rest against England, falls to the Nottinghamshire fast bowler. In the trial Voce showed a return to his old pre-war form, and if he keeps it up, the Australians, who have not forgotten his old partner Larwood, will find him a formidable proposition in the coming Tests. His deliveries often whip sharply from the pitch and are deceptive in pace

THE KING ENTERTAINS HIS NORFOLK TENANTRY—THE VICTORY GARDEN PARTY IN THE GROUNDS OF SANDRINGHAM: His Majesty, accompanied by the Queen and one of his oldest tenants, walking across the lawns together with the Princesses. Two thousand five hundred tenants and Sandringham estate employees attended the party and tea was taken in a large marquee set up for the occasion. While in Norfolk the King unveiled a Cross of Sacrifice in the Service plot laid out by the Imperial War Graves Commission at Great Bircham Church, and the Queen afterwards placed a wreath on it. The Royal Family's latest stay in Norfolk was limited to a long week-end

A Home News Survey

FROM LONDON AND THE PROVINCES

THE DOCTOR WHO SAVED SINGAPORE FROM EPIDEMIC: Dr. R. T. B. Green, back from the Far East, rejoins his wife in London. Dr. Green was in Malaya before the fall of Singapore, working to the last with his emergency health service. He stayed on, after his wife left, and continued, under the Japanese, improvising lymphs and vaccines that saved thousands from death

IN MEMORY OF THE FIGHTING FEMINIST: Members of the Suffragette Fellowship laying wreaths at the statue of Emmeline Pankhurst in Victoria Tower Gardens, Westminster, on the 88th anniversary of her birth. Mrs. Pankhurst, it will be remembered, was the militant leader of the suffragettes who fought for the vote before the first World War

HAY-MAKING—THE MODERN WAY: A tractor-drawn baler at work near Buckden, Huntingdonshire. As the machine proceeds along the harvest field the hay is picked up by a special elevator and, after passing through the machine, is compressed and wired in a neat bundle and discharged at the rear ready for collection by the farm transport in the most convenient possible form. This speedy method of harvesting, which certainly eliminates the picturesque charm of the hay-wain, has many advantages, and it is no longer necessary to build an elaborate rick

SOMETHING NEW BESIDE THE SEASIDE: This United States Army sea-jeep, called the "Victory," is providing trips for holiday-makers on the North Norfolk coast at Hunstanton. It has been bought by Mr. G. W. Searle and he has generally fitted it up for peace-time service. The *Victory* has a 17-h.p. engine and on land can travel at a maximum of 60 m.p.h. and in the sea at 5 knots. Several similar amphibious craft have been sold by the British Government and are now being operated on other parts of the coast. Questions were asked about them in Parliament last week, and it was stated that several DUKWS, which had been sold for £150, were now making as much as £50 a day for their fortunate owners

ALL OUT FOR A WORLD'S SPEED RECORD: Lieut.-Colonel A. "Goldie" Gardner, M.C. (fourth from right), watching the engine of his M.G. undergoing a final bench test. With this six-cylinder engine he hopes to be the first man to exceed 150 m.p.h. with a 750-c.c. car. He is going to Italy to make his attack on the record, which is at present held by a German with a speed of 140 m.p.h. Lieut.-Col. Gardner was the first man to exceed 200 m.p.h. with a light car. (Pictures of the car itself are reproduced on p. 100 of this issue of THE SPHERE)

FIRST-PRIZE WINNERS AT THE SUMMER ROSE SHOW: The National Rose Society's Display. These lovely blooms won the first prize in Class 39 at the National Rose Society's Summer Show at the New Horticultural Hall. They are (left to right): Edel, McGredys' Yellow, and Mabel. The show gave London its finest display of roses since before the war and many new types were exhibited

THE GISH SISTERS IN LONDON: Dorothy (left), who is forty-seven, and Lillian (right), who is fifty, seen after their arrival in England, where they came in search of theatrical talent for the New York Theatre Guild. Dorothy first appeared on the stage as Little Willie in *East Lynne* in 1903, and, with her sister, she was introduced to the film world in 1912 by Miss Mary Pickford. They both appeared in a series of well-remembered films directed by D. W. Griffith, including *Orphans of the Storm*

SHE DID A SIREN'S SERENADE FOR SOLDIERS: Signora Elli Trombetti, who broadcast during the war on behalf of the Psychological Warfare Branch of the Allied Forces of the Central Mediterranean, exhorting German soldiers to lay down their arms. She is now in London on a visit, and it is possible that a series of concerts may be arranged on her behalf

BOSTON TERRIERS FACE THE JUDGES: Mr. A. Talbot Mitcheher's Seivad and Manny Lou at the open show of Boston terriers which took place recently at Aldridge's, William Road, London. Prices among pedigree dogs are higher than ever these days, and the Bostons, which have most engaging ways, are right in the forefront of popularity. A serious distemper epidemic in the London area has been causing grave misgivings, however, and has already cost dog lovers many thousands of pounds

HEATHROW RESEMBLES A BATTLEFIELD: Men at work on the construction of the runways at London Airport, part of which is already open to Atlantic traffic. No 2 Runway, which is 9,000 ft. long and contains 20,000 tons of reinforced concrete, is already complete. No. 3 Runway is finished but it is not yet in use, while No. 4, which is in course of construction, will necessitate the filling in of a waterlogged area. Despite all this activity it will be several years before the London Airport is finished. The central terminal buildings, which will be constructed on a most elaborate scale, will be sited in the centre of the runways, and they will be approached by roads passing beneath the runways

LINKS with the PAST

Old Customs of the English Countryside, and Other Home News of the Moment

Every year for at least two centuries the men and youths of Grove, near Wantage, Berks, have vied with each other in the local Duck Races. The races, which, it is claimed, have no counterpart elsewhere in England, are held every summer in the stream which runs through the village. Competitors, suitably attired for a wetting, are lined up across the stream on one side of a small three-arched bridge. On the other side, some 30 yards distant, stands the starter, with duck and whistle. He releases the duck, blows his whistle, and the competitors go all out along the stream to catch the bird. By wading and swimming they make their way forward, shooting the bridge *en route*, while the duck brings all its evasive tactics into play to avoid capture. The prize for the race is, of course, the duck, which provides ample recompense for a soaking in the stream. The number of races varies each year with the number of ducks forthcoming from generous benefactors

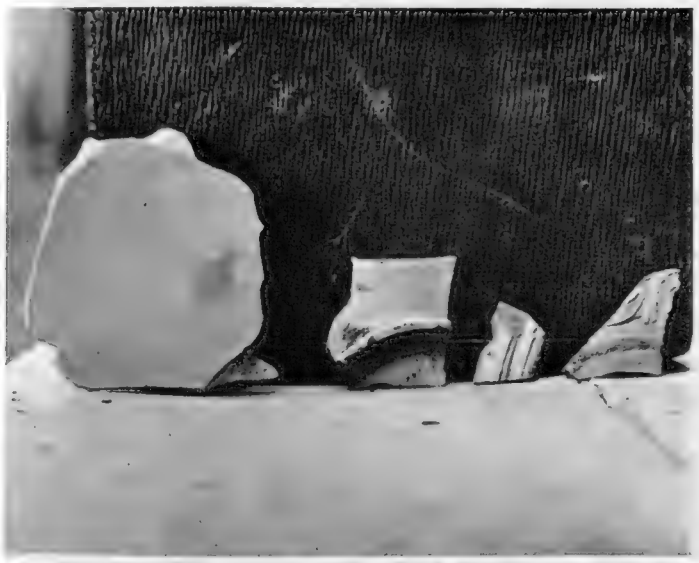
IT'S AN OLD BERKSHIRE CUSTOM: Youths of the village of Grove, near Wantage, taking part in the celebrated Duck Races which have been an annual feature of life in this Berkshire village for two centuries. As the leading boys emerge from under the bridge, watched by relatives and friends on the road, they are close on the tail of the coveted prize

HOLSWORTHY'S "PRETTY MAID": Miss Doreen Oliver being presented by Miss Batten, J.P., with a money prize of £2 10s. outside St. Peter's Church, Holsworthy, after she had been declared the winner of the Holsworthy Purse. This purse is awarded annually in this North Devon town in accordance with the legacy of the Rev. Thomas Meyrick, a former rector of neighbouring North Petherwyn, and the conditions are that the girl who is elected "Pretty Maid" must be "generally esteemed for her good looks and noted for her quietness of demeanour, and for her regular attendance at church." The presentation ceremony takes place on the occasion of St. Peter's Fair

ALL THE FUN OF THE FAIR IN THE STREETS OF OLD HOLSWORTHY: With a merry-go-round, swinging chairs, coconut-shies and booths of every kind, the Devon town celebrated St. Peter's Fair day in traditional style

THE ANNUAL CEREMONY OF SWAN UPPING: Representatives of the Dyers Company of the City of London (*left*) and representatives of the Vintners Company of the City of London (*right*) seen at Putney last week before they set out on the Thames to claim the swans on behalf of the Crown and of the two companies. Swan Upping consists of finding all the cygnets on the river between Putney and Thames Ditton and of marking the "clear bills" with distinguishing patterns, thus ensuring that they may be identified from year to year. The men wear striped jerseys bearing the names of their companies. The swans at this period of the year can be dangerous, so jealously do they guard their young

THE BRITISH COUNCIL AND THE ARTS COUNCIL FIND A WORTHY HEADQUARTERS IN THE WEST OF ENGLAND : *Left*—A general view of No. 6, King Street, Bristol, and a close-up of the shell-hooded doorway of this seventeenth- and eighteenth-century house which was officially opened on July 19 by the Parliamentary Secretary to the Ministry of Education, Mr. D. R. Hardman, M.P. No. 6, which will provide offices for the Council and a meeting-place for foreign visitors to Bristol, is one of several important buildings in King Street, and will remain unaffected by Bristol's fifty-year rebuilding plan. Also in King Street is the Theatre Royal (1766), Cooper's Hall, the St. Nicholas Almshouse, and several Jacobean and Elizabethan timbered buildings, one of which is seen next to No. 6



POTTERY FROM GAUL FOUND BENEATH A BOMBED SITE IN LONDON : These sherds of Arretine ware, the largest of which bears the name of the potter Martialis, were unearthed recently on a blitzed site north of Cheapside, between Gutter Lane and Foster Lane. They provide evidence of the Roman occupation of the eastern part of the City of London in the first century A.D.

A WELL-PRESERVED ROMAN SKULL OF THE FIRST CENTURY A.D. : This discovery was made in the Roman excavations north of Cheapside, and doubtless belongs to the same period as the pottery brought to light on the same level. The excavations are being carried out under the general supervision of Mr. W. F. Grimes, Keeper of the London Museum, and they provide evidence regarding the first Roman settlement which existed before Queen Boadicea made her celebrated descent in A.D. 61. The excavations have been going on for several months, but these are the first really noteworthy finds which have so far been recorded

A LINK WITH THE EARLY DAYS OF CHRISTIANITY IN THE NORTH : One of the celebrated Paulinus Crosses which still stand in Whalley Churchyard, Lancashire, although their exact origin remains a matter of keen controversy among local antiquarians. Some say that Paulinus, who introduced Christianity to the North of England in the days of Edwin of Northumbria, founded a church in Whalley and that the crosses commemorate his mission. It is certain that the crosses date from the seventh century A.D. and that they are among the earliest ecclesiastical relics in the County Palatine. The carving on the crosses has been blurred by time, but on the best-preserved of them there would appear to be a figure with hands raised, a halo round his head, a serpent on either side of him, a bird above, and an animal, possibly the lamb, below. Paulinus was born in Rome, and he was one of the monks sent to England to assist St. Augustine. In 627 he baptised the Northumbrian King Edwin and he became the first Bishop of York

TELEVISION GROWS APACE

By CHARLES GRAVES

TELEVISION is unquestionably the new entertainment. It gives one the same thrills as that of the original talkie—*The Singing Fool*, in which Al Jolson starred. I say this with assurance because my own 1939 H.M.V. model television set, which originally cost 45 guineas, has now been renovated after six years of disuse, and I am already becoming an addict of "viewing."

The exciting part of television is, that with the exception of the films shown in the programme, you know that what you view is actually happening in front of your eyes. In this connection, stage plays when televised are a huge success. Outside broadcasts are also excellent.

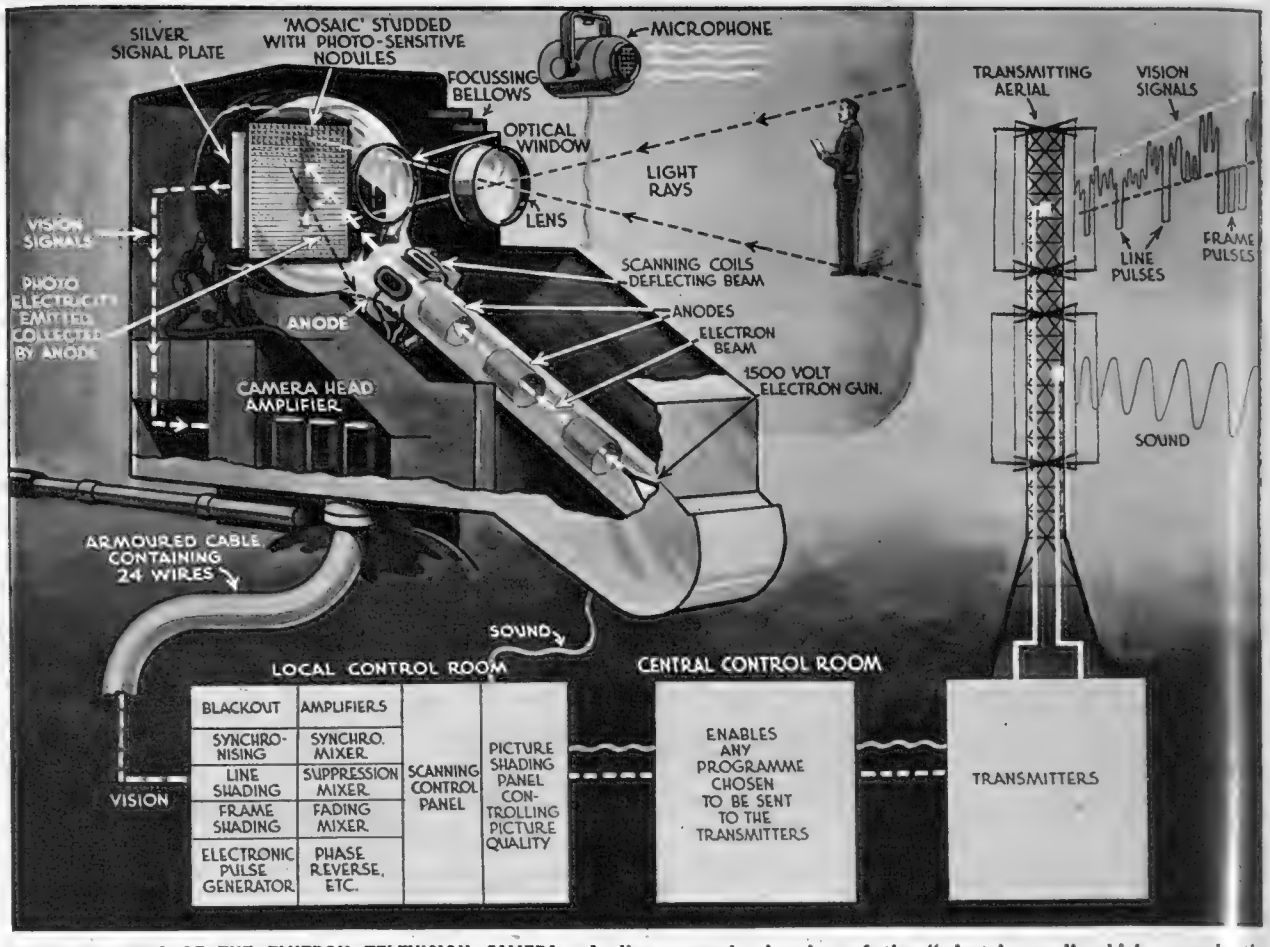
The other evening I viewed members of the Press Club playing darts against the Police; the faces of the journalists, many of whom I had not seen for four or five years, were immediately recognisable, and there was no blur. Experts tell me that the sharpness of outline is only 75 per cent. as good as in the latest films, but that the sound track is rather better. At the moment I am not in a position to confirm or deny this, because only three doors away from me is a medical institute, which uses a great deal of diathermy—high-speed electrical medical treatment, which is the greatest menace to television. I am, therefore, having a special aerial, which will cost me £5, to take the place of the present one. This is expected to cut out all interference, including that from motor-car ignition sets. The latter interference consists of tiny, white spots on the screen, and I am told that a committee is already investigating the question of interference and penalties for it.

Apparently, it would be quite simple for motor-car manufacturers, tram-car companies and medical institutes to affix gadgets which would cut out this interference. In the meantime I shall be spending the aforesaid fiver to get an absolutely clear picture.

Among the best subjects for television are Walt Disney cartoons. The least good are lawn-tennis matches, because the swiftly-moving tennis ball cannot always be picked up by the eye. At the moment no full-length films are being televised—doubtless because of the clash of commercial interests. Sooner or later, however, this is bound to come and people will be able to sit at home in comfort and see the latest Hollywood or Denham production from their armchairs.

It is true that every day between 11 a.m. and 12.10 p.m. the B.B.C. present a demonstration film, but it is always the same one—primarily for the benefit of the manufacturers' salesmen who can demonstrate the quality of the picture to prospective buyers of television sets at their various branches. This film not only shows the mechanics of television, but gives excerpts from cabarets, music-halls, costume plays, murder plays, the Boat Race, football matches, and, in fact, every possible subject worth televising. In the afternoon and evening there are live programmes which include cookery demonstrations; how to get to sleep; professional boxing; gardening; shove-halfpenny; a display by the Army Physical Training Corps; and, in particular, a programme from the Zoo. Already I am finding that television is a terrible time-waster. To mix a metaphor—it both gets under your skin and grows on you.

And now for one or two practical hints to the lucky 12,000 whose sets are in working order: You should sit not less than 6 ft. away from the screen, otherwise you will see the same kind of blotches which are visible in the best-run cinema to the spectators in the cheapest seats in the front row. You should place the television set in the darkest corner of the room; the worst place being in front of the window. Once you have your various knobs—entitled Linehold, Filmhold, Brightness, Contrast, and Focus—correct, you should never change them except the one marked Brightness. A reasonable degree of darkness is always desirable, though a complete black-out is quite unnecessary. If your house is near a busy thoroughfare, you will probably need to purchase a dipole-reflector aerial. This is



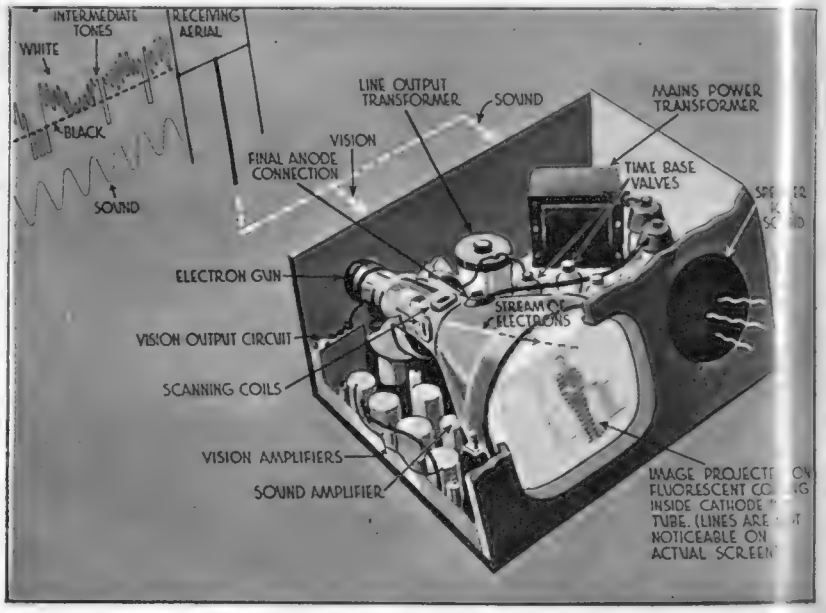
THE INTRICACIES OF THE EMITRON TELEVISION CAMERA: A diagrammatic drawing of the "electric eye" which records the image, so that it may be combed electrically into 405 lines and presented to the viewer fifty times a second with a clarity equal, it is said, to 75 per cent. of that of a modern film. A detailed description of this equipment is given in the notes below. It was first introduced to the public in the autumn of 1935.—*Drawing by S. E. Beck*

High-definition television came into the realm of practical broadcasting in 1936. The effect was a brilliant, almost flickerless picture, and it was little wonder that by 1939 the television service should have gained vastly in public recognition. Now it has been revived, and the London station is engaged in regular broadcasts, which in the first two months have delighted viewers. In the accompanying drawings a SPHERE artist shows the emitron camera at work and a typical receiver of 1939 pattern, and in the following notes he outlines the principles upon which they are operated.

The upper drawing gives a diagrammatic impression of an emitron television camera, and also shows the progress of the vision and sound signals to the transmitting aerials. The camera may be likened to an electric eye, with an optical lens as the cornea and a photo-sensitive plate as the retina.

Light from the scene televised passes through the lens into the wide end of a cathode-ray tube, where it falls upon a plate of insulating material studded with minute photo-sensitive nodules. This is called the "mosaic." Each of these nodules becomes charged with electricity, the charge varying in strength with the amount of light received. At the narrow end of the tube is an electron "gun," which fires a stream of electrons at the surface of the mosaic. The electron beam is deflected by magnetic coils in such a way that it "scans" the mosaic. In other words, it goes through the action of "reading" the area of the mosaic line by line. When the last line has been "scanned," all the varying electric charges representing the picture have been received by a signal plate behind the mosaic, and leave the camera as vision signals. This process is repeated so many times a second that, to all intents and purposes, a continuous moving picture is transmitted, at the same time as sound is being dealt with by microphone.

The production of a complete programme is too complicated to be shown in detail, but the diagrammatic representation of local and central control rooms gives an idea of some of the modifications necessary before the vision and sound signals reach the transmitters and aerials.



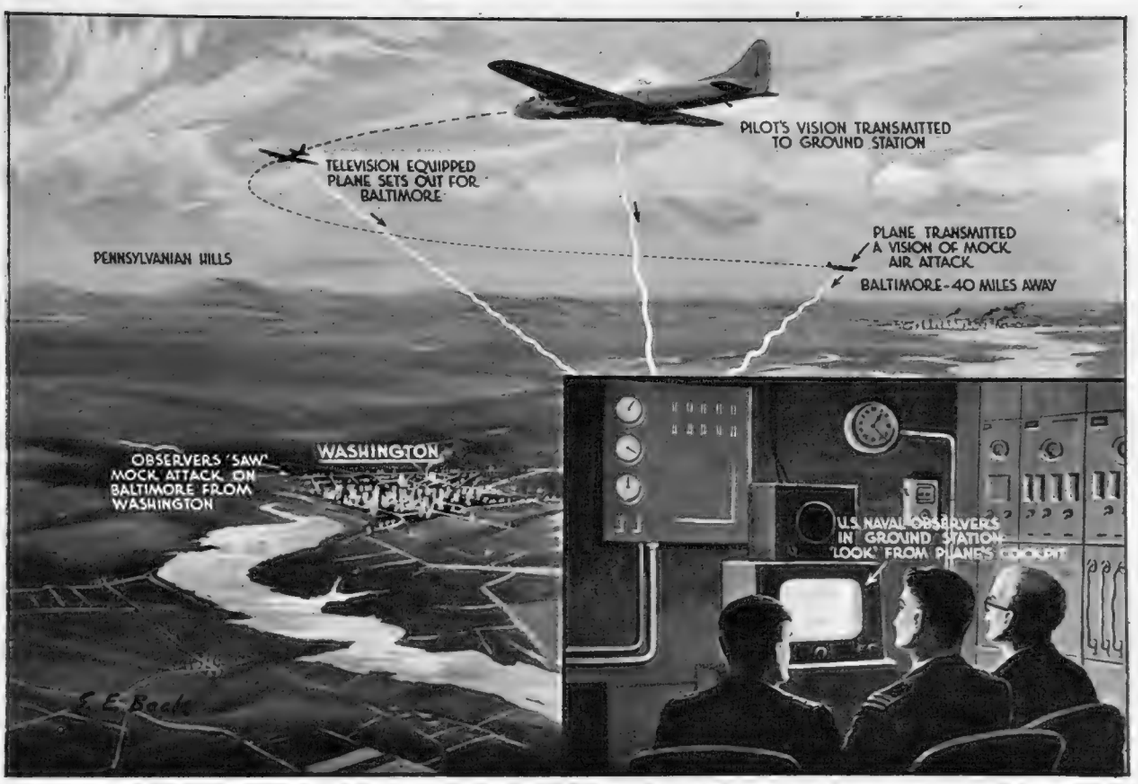
THE MODERN TELEVISION RECEIVER: Here the image recorded by the emitron camera, ten, twenty or fifty miles away, is projected on the fluorescent coating within a cathode-ray tube and, although it is split up into numerous lines, the lines are hardly noticeable to the viewer—*Drawing by S. E. Beck*

As the vision programme is being scanned, electric pulses are sent out indicating the end of each line and the end of each "frame," or complete mosaic. These enable the receiver to be synchronised with the transmitter, so that the electron beam in the receiving tube goes through exactly the same movements as that in the television camera.

The receiver also uses a cathode-ray tube and electron gun, but instead of the electron beam playing on a plate, it falls on a fluorescent coating on the inside of the end of the tube, and this forms the screen of the receiving-set. Scanning is done in the same manner as in the camera, by scanning coils on the tube actuated by the line and frame pulses.

Although the picture is made up of lines, they are so narrow, and scanning is so rapid, that they are well-nigh unnoticeable to the naked eye.—S. E. B.

On right — Airborne television, which was in process of being perfected at the close of the war, is now a practical proposition, and the recent tests in America have shown that it is possible for the commander to sit in his command post and actually see by means of television what is happening on the battle-front. He can make tactical decisions on the basis of what he is seeing and the traditional "fog of war" is in large measure dispelled. For the recent experiment, observers sat in a darkened room in Washington and the television camera was housed in the cockpit of a plane making a mock attack on the city of Baltimore. The observers accompanied the plane across the surrounding countryside, saw fighter aeroplanes peel off for an initial attack, and then the television plane dived down towards the target



THE MODERN NAVAL OR MILITARY COMMANDER CAN VIEW THE BATTLE FROM HIS HEADQUARTERS AND REACH INSTANT TACTICAL DECISIONS: A diagrammatic drawing based on a recent experiment in the United States, where observers sat in a darkened room at the Naval Air Station, Washington, and watched, through the eyes of a television camera in the nose of a plane, a mock attack being launched on the city of Baltimore, forty miles away—*Drawing by S. E. Beck*

H"-shaped and costs about £3 10s., nd will cut out interference from assing vehicles (I have already menoned the special interference-reducing erial if you are near a medical stablishment).

With regard to the various knobs n pre-war sets: it is probable that ost manufacturers will produce new ts with only two knobs in front—ne to control the volume of sound nd the other to control brightness. All other controls will be automatic in the back of the set. Pre-war sets d watching for five different things—Linehold, which synchronises the izontal lines; the Filmhold, which nchronises the complete picture-frame rpendicularly; the Contrast, which reases the ratio of black and white; the Focus, which bvious; and the Brightness, which controls the video lume. By the way, there is an increasing tendency in the nited States to shorten the name Television to Video on the lines of Radio; but perhaps it is not the sort of ord which would be welcomed over here.

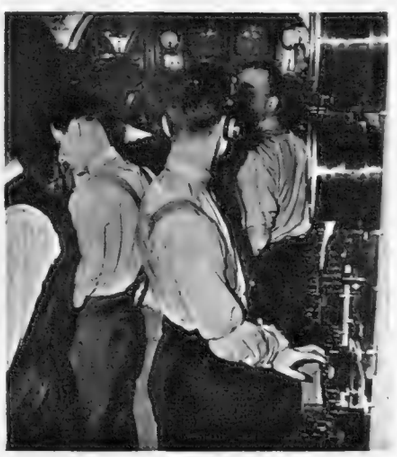
Those of you who have not yet bothered to have our television sets renovated might like to know my xperience. Of the eighteen valves in my set, ten had to e changed, though three is the normal number needing ttention. A new cathode-ray tube was necessary—his happens in about one case out of four. All wenty electrolytic condensers had to be changed (this s quite usual) and all my circuits had to be re-lined. his is unusual. My house, however, was twice on re during the blitz, and it had a number of near isses—direct hits on other houses within a hundred ards of it. This all sounds very expensive; in point f fact, though, it is costing me only a few pounds, except or the cathode tube, which alone costs £9. There is lso the cost of the special aerial. If, however, I chose o sell the set, I could easily obtain £100 for it—which have not the slightest intention of doing. But those eople who have moved sufficiently far out of London s to be unable to pick up the present television prorammes with the fullest clarity, and have, therefore, one nothing about their sets, might consider the nancial end of getting them renovated and then elling at a profit.

But how does post-war television compare with pre-war? The answer is that it is definitely better; if only ecause the B.B.C. aerials, through which the pictures re transmitted, have been greatly improved as a result f the war. But it must not be supposed that radar as been of particular benefit to television; the conection between the two is much the same as and not more than that between radio and telegraphy. The programmes themselves are likely to improve every week, for the pre-war television staff of the B.B.C. are still rusty and nervous. Nor has it yet been found possible to reduce the great heat in the studio, necessitated by the lighting arrangements. The other night one of the cameramen fainted right away. As time goes on, all this will vastly improve and the manufacturers' dream of three million television sets being sold within the next ten years is likely to materialise. Already arrangements are being made to lay-on television in every flat of the largest block of flats in London, and, within the next two or three years, it is safe to presume that the new television sets will have a screen double the present size. Even before the war 14-in. screens were being demonstrated. This sounds all very small, but it is astonishing how clever camera work enables one to view a complete musical comedy show just as clearly as if one were in the cinema. Seeing is believing.

For those people who have not yet bought a television set, but who are thinking of doing so, it is worth knowing that better results are obtained on high ground. Even now, the official limit of successful television reception is 40 miles from London. But people who live in houses on high ground over 70 miles away are getting excellent results.

To conclude, perhaps one of the most interesting aspects of television is the obvious possibilities of the commercial development which it promises. Anything from a dress show to a pot of mustard can be presented most attractively. More significant still, from the point of view of newspapers and newspaper advertising, is the fact that in the United States they are already experimenting with the presentation of complete newspapers on the television screen, giving the reader two minutes to read each page with its advertisements before it is flicked over and another page is shown.

Television is on the threshold of very great developments. . . .



***On right*—THE SHIRT-SLEEVED TECHNICIANS AT WORK: The B.B.C. television van in operation outside the Garrick Theatre during the televising of the revue "Better Late"**

On right—The first television broadcast since 1939 of a stage performance took place last week at the Garrick Theatre, when the B.B.C. televised the Beatrice Lillie revue *Better Late*. Two of the operators are seen in action ***(on right)***, while Beatrice Lillie and Walter Crisham provide a close-up ***(extreme right)***. The broadcast was only a partial success, and it seems that at least one of the cameras broke down, while a young cameraman, Douglas Montague, fainted while he was operating the remaining camera. John Bliss, the pre-war television technician, took over, and, as a result, viewers did not realise anything was wrong. Since the broadcast there has been some criticism of the fact that the cameras in use are markedly out-of-date

The World of Books—By Vernon Fane

MRS. TROLLOPE AND HER SON ANTHONY

A Scholarly Biography Draws Upon the Archives at Boston, Massachusetts

THE current fashion for Trollope continues and is ably reinforced and represented by an American biography, THE TROLLOPES (Secker and Warburg. 30s.). This volume is the combined work of a scholarly mother and son, Mrs. Lucy Poate Stebbins and Richard Poate Stebbins, who together have written this chronicle of a writing family, drawing on the results of immense research. The book is presented here apparently as it was in the United States, but the American spelling and use of idiom give it, if anything, a freshness that an Anglicised version might not have had.

For it was in America, after all, at first in the deep south of the United States and afterwards in Cincinnati, that Anthony Trollope's mother acquired the material for her first book; a book of travel, reminiscence and criticism that was to found her writing career. Many of the Trollope archives are held in Boston, Mass., and there seems to be an unexpected appropriateness to American authors undertaking a biography of this kind.

Anthony Trollope was a younger son of a remarkable mother who brought up a numerous family and, in the main, supported them through her writings. He was himself one of the least outwardly attractive members of that family; big and heavily built, but with a surly, introspective manner and few social graces. In this respect he formed a complete contrast with his mother, who, in the course of her journeyings round Europe, became the friend of the haughty Princess Metternich, of Madame Récamier's, and the favoured guest of the Duchesse de Noailles and the Duchesse de La Rochefoucauld. Anthony, in those ladies' parlance, would best have been described as "*farouche*," but the fact was that his life up to early middle age had no place for such distinguished company. He was not the perfect companion like brother Tom, but, on the contrary, a retiring man who felt his own incapacity and clumsiness keenly, and who accepted an appointment in the Post Office although it was in quite a junior capacity.

Anthony's first books were unsuccessful until *Dr. Thorne*, for the publication of which he arranged in a typically direct and ungracious manner. The present authors' account of it is worth noting:

"Anthony clapped on his hat and tore across London to Tom's publishers, Chapman and Hall, in Piccadilly. He had, he shouted, only an hour at his disposal; did Mr. Chapman want a book of his enough to pay him £400 down? Before he left, the agreement had been satisfactorily concluded, but Anthony retained an amused impression of Mr. Chapman's grasp on a poker, and of his most uneasy countenance. Thus high-handedly was arranged the publication of the first of thirty-one books by Anthony Trollope under the imprint of Chapman and Hall."

The authors of this biography, which, incidentally, has an admirable appendix of notes on sources, and a family tree the Guelphs might envy, are to be congratulated on a fine and thorough piece of work, and even on the romantic approach which, although it might not suit many subjects, is well fitted to a discussion of the life and talents of Anthony Trollope.

THE LARMER IS LITTLE BUT GOOD: Although on sale to disabled men and women first, Britain's newest and smallest car may become a popular runabout for women. It is a single-seater with a 2½-h.p. engine and is called the Larmer. It can cruise comfortably at 30 m.p.h. and has an average petrol consumption of 65 miles to the gallon. Being built primarily for invalids, it has interchangeable hand and foot controls

The present tax situation has reached such a level that it is possible now to find somebody asserting with considerable warmth that if he inherits money in excess of his normal income or makes it by some other means, he will, in fact, be ruined. There is a tide in the affairs of man at this moment which, taken at the full, may very well drown him. So we have the picture of people turning away increases of income, and frowning on taxable bequests which would leave them worse off than when they started. The hero of Miss Georgette Heyer's new novel is similarly anxious to avoid inheriting an estate, though possibly for different reasons. Such reasons, it transpires, as might be valid for a handsome man, with a speckled reputation, in Regency England.

THE RELUCTANT WIDOW (Heinemann. 8s. 6d.) is one of those delightfully high-spirited novels—escapist in the modern cant—at which this author is particularly adept. Miss Heyer's story tells of the determination of a young nobleman not to inherit an estate which must pass to him if his reprobate cousin dies unmarried. Lord Carlyon's means of carrying his plan into effect are cynical, as suits the mood of the period. When a pretty, well-born girl arrives at his house, mistakenly believing that she is coming to a governess's post, she is met by the sardonic young nobleman, who affects to believe that she has come in reply to his advertisement for a woman willing to marry his young cousin. If a woman is found to undertake this rather unsavoury job of marriage with an alcoholic, Uncle Carlyon will not have to inherit the estate, and this, tax situation or no tax situation, suits him very well.

Because this story has been written by Miss Heyer and is full of the vitality and gaiety with which she habitually writes, it is an engaging business altogether, and I don't intend to spoil a single chapter of it for you by dilating on the sprightliness of the heroine's character, or on the fact that the hero is just that type of manly sourpuss that I understand delights feminine readers.

Mr. J. M. Scott has written a charming love-story in THE OTHER SIDE OF THE MOON (Hodder and Stoughton. 8s. 6d.), and the fact that it is not brilliantly distinguished in its characterisation need not put off any liberally-minded reader. For a love-story with no bitter twists or dark implications, carrying a plot of reasonable interest and freshness, is not to be sneezed at. On the contrary, it is to be looked at and read with however moderate a pleasure, for the very fact of its innocence and happiness.

In this case, not even the fact that the setting is partly in an Italian prison camp can alter the idyllic quality of the love-affair that Mr. Scott evokes with such grace. His tale of the soldier Paul and the girl Anne Marie stands by itself, a pleasant little oasis of sanity and affection.

The formidable task that the Dean of Durham has set himself in his book, EUROPE—A PERSONAL AND POLITICAL SURVEY (Hollis and Carter. 18s.), has been "not to add to historical knowledge but to contract it," and Mr. Alington, who will also be remembered as a former headmaster of Eton, has tackled the project with spirit, but with reservations. In a sketch less than four hundred pages long, Mr. Alington deals with Greece, the Roman Empire, the coming of the Barbarians, the Papacy, and so on by easy and erudite stages through Europe from the ninth century to the nineteenth.

In a disarming preface Mr. Alington writes that he will be more than content if a book, "written primarily for my own amusement, helps a few readers to see more clearly how Europe came into its present shape, introduces them to a few forgotten heroes and, above all, reminds them that past history is not only 'present politics,' but also one of the most fascinating studies even for the amateur."

THE ART OF THE POTTER (Faber. 35s.) is chiefly a picture book of photographs illustrating some 200 masterpieces of ceramic art or, in the words of its writer and editor, Mr. W. B. Honey, "frankly intended as an anthology of beautiful pots." Mr. Honey is the Keeper of the Department of Ceramics at the Victoria and Albert Museum, and a very great expert, naturally, on his subject. But although the book is presented as a work of reference for the collector and the connoisseur, the excellent photographs will certainly appeal to any less expert reader who comes across the volume in the collection of some expert friend.

HIS HOLIDAY TASK BY THE SEA: Mr. John Hayward, of Market Street, Weymouth, putting the finishing touches to his model of Chichester Cathedral, which he has built entirely from sand on the Weymouth shore. The model, which is twelve feet long, is just out of reach of the high tide

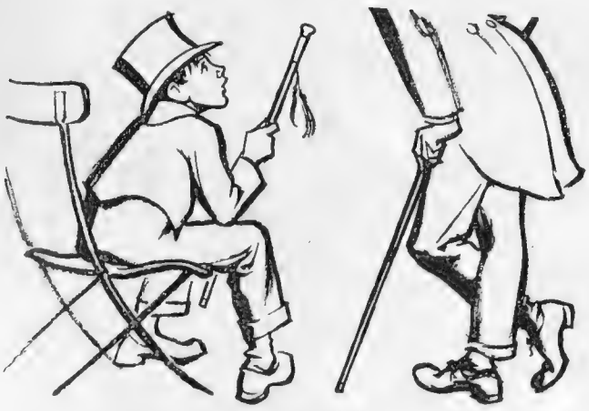
POST-WAR DILEMMA: Thirty-five-year-old Brigadier Scott, whose remarkable case has been under consideration by the War Office. In 1939 he went to war as a Territorial private soldier and he came home at the close of hostilities as a Brigadier and a Chindit commander with a wonderful record of service. He was confronted, nevertheless, with the prospect of demobilisation and a return to his £5-a-week job under the Liverpool Electricity Committee. At the time of writing, his application to continue in the Service is still being considered. Brigadier Scott holds the D.S.O., the Military Cross and also the United States D.S.C.

In JUNGLE PERFORMERS (Robert Hale. 12s. 6d.) Mr. Clyde Beatty, with the collaboration of Mr. Earl Wilson, tells of the training, though not necessarily the taming, of elephants, lions and tigers for circus acts. The illustrations are photographs, some of them of beasts so daunting that it seems unnecessary for Mr. Beatty to observe that "some cats get snarly after about ten minutes."

Some of the tricks that Mr. Beatty has been able to teach his man-eating lions and tigers are to back up on to stools, to leap hurdles and, although traditionally each other's enemies, to ride round together on the back of a caparisoned elephant. But if you want to know what they thought of such performances, turn to the photograph facing page 96. There is all the evidence you need.

SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

Yet another boy from the Newport Market Army Bands School has passed his A.R.C.M., and The Shaftesbury Homes have now been advised that he has been given the O.B.E. The Society is proud to be able to add his name to an already long line of successes.



66 . . . non-ferrous metals, old boy are allergic to the oxygen cutter 99

In an age when babes in prams observe aeroplanes with nonchalance and horses with amazement, youth keeps pace with science. And here our young friend has made a point that serves to emphasise one of the many uses of oxygen. For non-ferrous metals have not the same importance to industry that have iron and steel, and these latter metals can be cut by the oxygen-cutter in any thickness and to any shape quicker and more economically than by any other method. In the construction of a locomotive, for example, various thicknesses of steel plate are speedily and uneventfully cut into jig-saw shapes by the oxygen-cutter. In an era when even houses are being cut to a pattern the oxygen-cutter is helping to shape the pattern of the future.

The British Oxygen Co. Ltd. London & Branches

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It's a sad heart that never rejoices—

In our long history we have never known more difficult times than these. The ill wind of circumstance seems to be blowing always at gale force. Yet somehow we preserve our sense of humour. After all, although our stocks are not plentiful, we are not yet entirely without some of the finest materials to be found in the West End. As for our workmanship, that is the same as ever. (A howling tornado of circumstance wouldn't alter that !) And, even if your order does take longer to come to hand than in pre-war days, it comes quicker from us than from many. In short, we may be said to be " weatherilling " the present storm far better than might be expected.

BY APPOINTMENT TO H.M. KING GEORGE VI

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NO FINER WHISKY

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First on the roads of the new world

Humber, Hillman, Sunbeam-Talbot . . . their history is the history of motoring. The engineers who build them, the designers who fashion them, have contributed to motoring many of its finest features. Tried and tested in two wars, proved in every continent, their past proclaims their future. They will be first on the roads of the new world.

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HILLMAN · SUNBEAM-TALBOT

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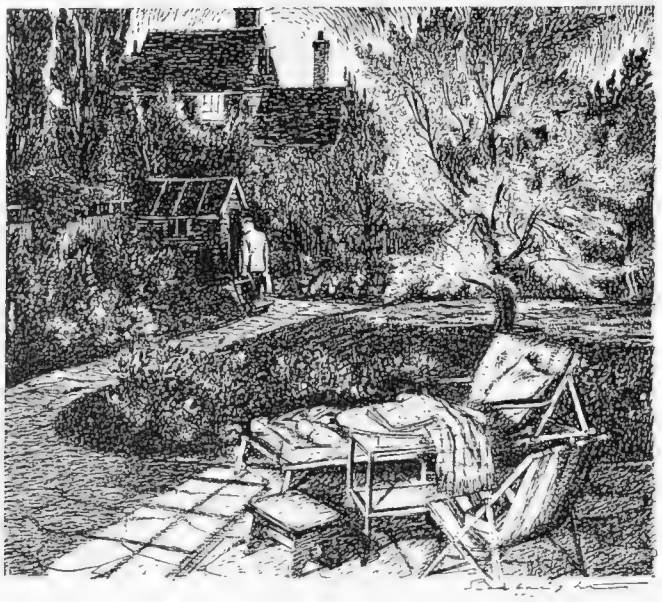

The Twilight Hour

The sunset fades, the lamps are lit, and it's really too dark to stay out in the garden. It's time to put away the mower, fold up the deck-chairs and go indoors. How good then to round off the long day with a glass of Horlicks before turning in!

For Horlicks sets the seal of contentment on healthy fatigue. Taken as a nightcap, it gently nourishes the tired system, and soothes away all tension. You relax . . . and sleep deeply. You wake not merely rested but filled with new vigour.

Unfortunately, Horlicks is not yet plentiful. But your dealer, you may be sure, shares out as fairly as possible what he has.

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Playing card QUEEN series: No. 1

The Queen was like this in 1477 . . . . .

Round cards were in existence in 1477. In some packs suits were represented by animals and flowers.

and like this in 1482 . . .

This card, from a pack of 1482, shows the more common rectangular shape, which has persisted to our own time.

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GRAND LIQUEUR SCOTCH WHISKY

never changes . . . .

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your throat needs protection gargle daily with

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Regd.

FOR DIVOT-DIGGING

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V.4

The welcome back to Kia-Ora

Will be a furore;

It's supremely (needless to mention)

Thirst-quenchin'.

Kia-Ora Fruit Squashes and Cordials

Great Scotch!

When old friends meet, the occasion is doubly blessed if Old Angus is there as well. For the warm geniality of this fine liqueur Scotch whisky—like friendship itself—has been matured and mellowed over many years.

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OLD ANGUS

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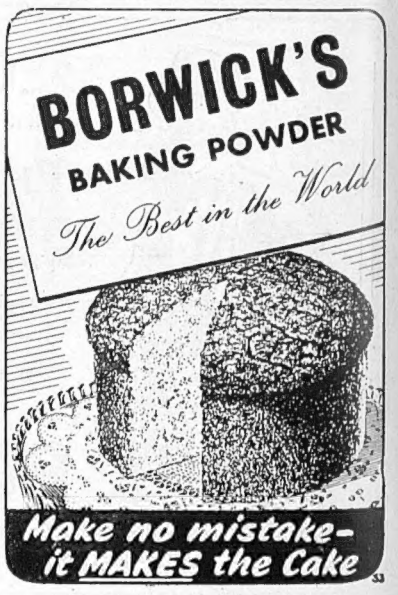

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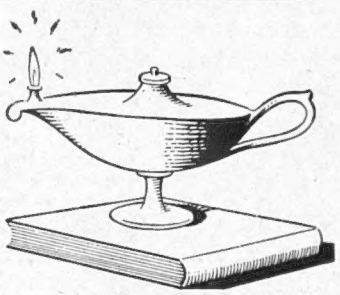

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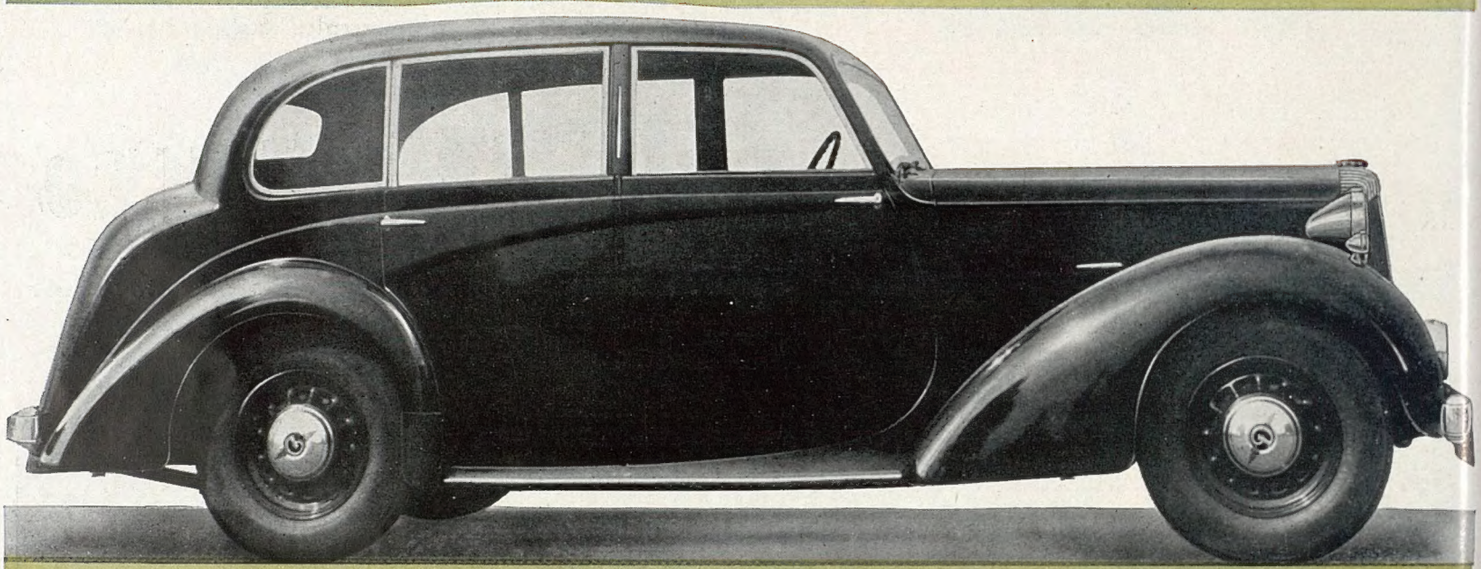

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